

## £160,000 RAISED ON FIRST DAY OF TANK WEEK HERE

£100,000 Is Subscribed  
Within 20 Minutes After  
Campaign Is Opened

COME IN WITH RUSH

£200,000 Bid For Privilege  
Of Signing First Check  
For Bonds

Tank Week opened with a roar yesterday when Shanghai Britons went over the top behind the big grey battle tank and hurled a crashing volley of silver bullets into the face of Prussia's hordes. More than £160,000 in subscriptions to British National War Bonds and China and Japan War Savings certificates was poured into the Government coffers on the campaign's opening day. And over £100,000 of this was forthcoming in about twenty minutes following the inaugural address made by Sir Everard Fraser at the Shanghai Club yesterday noon.

One subscription of £25,000 was pledged and another of £20,000 went to bid in the privilege of tendering the first check for war bonds bought in the present drive. The 10,000 took the honor of first subscription to War Savings certificates. Spectators lined the Bund.

The Bund just before noon was lined with spectators out to see the Tank and its escort make the opening excursion of the drive. Moving slowly along the street from the British Consulate to the Shanghai Club, attended by Light Horse, British bluejackets, S.V.C. details, mounted Sikhs and band the big replica of the landgoing dreadnaughts of the Western battlefields was an impressive sight. It drew up opposite the Club and was immediately surrounded by a guard of Boy Scouts, including the new Sikh troop, and Wolf Cubs. The preliminary maneuver over the formal launching of the week's campaign with the auction of the first subscriptions went on.

"It is my privilege as chairman of the Committee of the War Savings Association to introduce Shanghai Tank Week, which is in fact the work of a separate committee of ardent patriots," said Sir Everard Fraser after the crowd had filled the lobby of the Club. "This project is particularly valuable as manifesting the desire of British residents here to identify themselves even more closely with Britons living at home. In nature we may be outlanders, but in heart and soul we remain Britons, and so we shrink from no liability attaching to that glorious privilege."

Deeds On Field Set Example  
Sir Everard commented on the opportune incidence of the campaign following the valorous attack on Zeebrugge and Ostend and read cable accounts of recent glorious stands made by British troops in France and of the deeds which won the Victoria Cross for aviators McLeod and Hammond which were published in yesterday's issue.

"No better encouragement could be given us here to make such self-sacrifice as is open to us," he continued. "Reading these extracts I feel sure that if you were asked not to invest but to give even more than you can afford you would respond gladly. Our easy position here in Shanghai as compared with home has been excellently put yesterday and today in the local papers and I will not weary you with a repetition of facts that must be familiar to you. Indeed I doubt not that Shanghai Britons have sufficient imagination to realize the event of the great war and the vivid sympathy that such realization bestows. Our hearts glow with just pride in our country and our brothers in the fighting sphere—no one knows better than the members of the Shanghai Municipal Registration Committee.

(Continued on Page 2)

## Cuban Aviator Helps Train Countrymen



LEUTENANT CAMPUZANO  
Lieutenant Campuzano, young Cuban aviator, has been detailed by the Allies to instruct the Cuban escadrille, which is to sail shortly for France. Campuzano, while in the French Flying Corps, accounted for two enemy planes and has received the French Croix de Guerre.

### HONOR FOR CAPT. BARRETT

(Reuter's Agency War Service)  
London, May 1.—Mentioned for valuable service in the War: Captain E. I. M. Barrett, Shanghai Municipal Police, The Legation Guard, Peking, including the Indian troops. Captain E. W. Brett. Captain A. J. Thomson. Company Sergeant-Major F. W. Deane.

## PREMIER TALKS BLUNTLY ON IRELAND'S ATTITUDE

Nationalist Party And Catholic  
Hierarchy Make Settlement  
Harder, He Says

(Reuter's Agency War Service)  
London, May 3.—Replying to a memorial signed by over 60,000 Irish residents of Great Britain favoring immediate self-government for Ireland, the Premier says: "There is no object which I have more closely at heart than to assist in composing this ancient controversy. I am bound to say, however, that the difficulties, which are sufficiently great, have not been rendered easier of settlement by the challenge to the supremacy of our United Kingdom Parliament, in that sphere which has always been regarded as properly belonging to it by all the advocates of Home Rule, which has recently been issued by the Nationalist Party and the Roman Catholic Hierarchy in concert with the leaders of the Sinn Fein."

The alliance between the Sinn Feiners and the Nationalists promises not to be long-lived. A quarrel has broken out on the subject of the bye-election at East Cavan, due to the death of Mr. Samuel Young, which the Sinn Fein persists in contesting despite the remonstrances of the Nationalists. Thirty Nationalist members of the House of Commons speak there on the 5th in opposition to Mr. Griffiths, the Sinn Fein candidate.

Mr. John Dillon, speaking at Balke Borough yesterday, said that the Nationalists were in no way responsible for the unhappy situation which has now arisen. If the spirit exhibited by the Sinn Fein leaders in making this indecent attempt to capture a seat prevailed, national unity was impossible and are imposition of conscription in Ireland would be facilitated. The Sinn Fein leader, De Valera, visited the Bishop of Kilgore yesterday in connection with the latter's suggestion to compromise the East Cavan election. A member of the American Mission now in London in an article which appears in the Irish Independent appeals to the people of Ireland to help in the greatest crusade the American nation has ever undertaken. He says that the Americans are grieved and amazed that Irishmen have not long since proved that conscription is unnecessary. He contrasts the high feeling in Ireland with the voluntary privations of Americans on behalf of others whose need is greater and says that Americans refuse to believe that Irishmen wish to be regarded as partners of the Prussian and the Turk.

## Fete Trianon Extended One More Day; Cabaret To Be Repeated Tonight

Crowds Throng Beautiful Pavilion Afternoon And  
Evening, Causing Decision to Give Another Opportunity To Swell French and Belgian Funds

Crowds attended the Fete Trianon yesterday afternoon and the big pavilion in the French Park was thronged last night with Allied Nationals who were out to enjoy the splendid entertainment, partake of the supper and incidentally add to the war funds of France and Belgium.

Because of the tremendous crowds last night it has been decided to hold a tea d'ansant this afternoon and a supper tonight, when all attendance records are expected to be broken. Yesterday afternoon 1,400 were in the big match which has been transformed into a bower of beauty with the wealth of flowers and attractive architecture. These figures were doubled last night. The crowds marvelled at the grandeur of the scene and it is because so many have been unable to see the pavilion that the Fete Trianon is continued this afternoon and tonight.

Several have already reserved tables for tonight. Last night 600 sat down to the supper. Yesterday afternoon was children's day and the kiddies, who attended in large numbers, patronized the slides and carousel.

Sales were large at all the booths and but few articles remain unsold. All will be on exhibition, however, and they are attractively arranged in the various booths.

The lingerie and Chinese curio stands have sold out, and the profits from these booths alone will reach nearly \$7,000.

The tank used in the campaign for raising money for British War funds was on exhibition at the Fete last night.

All artists scored heavily last night at the supper dance and changes in the program will be made tonight. A well balanced entertainment will be held in connection with the supper, while this afternoon the Carillon orchestra will provide music for the dancing while tea is being served. This afternoon and tonight will be the last opportunities for hundreds who were kept away by the rain of Friday afternoon and who could not attend yesterday, to see the most elaborate decorative scheme that has ever been attempted in Shanghai. The spectacle in the big pavilion will draw crowds today and those who attend are helping in their small way to support the armies of France and Belgium and to defeat the hordes of the Teuton.

## Assassin Whose Bullet Started War Is Dead

Prinzip, Who Killed Archduke  
Ferdinand, Succumbs To  
Tuberculosis In Prison

(Reuter's Agency War Service)  
Amsterdam, May 1.—Prinzip, who assassinated the Archduke Ferdinand of Austria and his wife on June 29, 1914, has died of consumption in Theresienstadt Fortress.

## British Sending Over Youths Under 19 Years

Will Be Held As Reserve For  
Future Use, Says Gen.  
Robertson

(Reuter's Agency War Service)  
London, May 2.—At the annual meeting of the Church Army, General Sir William Robertson stated that large numbers of soldiers under 19 years of age will arrive at the front in the immediate future, all of them splendid boys. The war was likely to last a long time yet, no sane man would dare to estimate how long.

## HOLLAND LIFTS EMBARGO FROM INDIES TO U. S.

Colonies Authorized By Amsterdam To Resume Shipping To America

(Reuter's Agency War Service)  
Amsterdam, May 2.—The Minister of the Colonies has telegraphed to the Governor General of the Dutch Indies that shipping to America can be resumed on May 1.

## Women's Club To Hear About Korean Women

Mrs. Loehr To Give Illustrated  
Lecture At Meeting Tuesday Afternoon

A program on Korean women will be given at the meeting of the American Women's Club Tuesday afternoon at the Carlton. The program will be under the direction of Mrs. Loehr, who will herself give a lecture on Korean women, which will be illustrated by stereoscopic slides. Mrs. Loehr will be assisted by Korean girls, dressed in Korean costumes, and Chinese girls, who will recite examples of Korean literature in English.

Tea will be served at 4.30 and the program will begin at 5 o'clock sharp.

## REPORTS COMPLETED ON STATE LIQUOR CONTROL

Cost Of Taking Over Breweries  
Of United Kingdom Is  
Estimated

(Reuter's Agency War Service)  
London, May 3.—The Daily Chronicle reports that the three commissions appointed to investigate the financial aspect of the acquisition of the liquor trade by the State will publish their findings today.

The report for England and Wales is unanimous but not those for Scotland and Ireland. The cost of the acquisition of breweries and licensed houses in England and Wales is estimated at between £350,000,000 and £400,000,000, which will be remunerative to the State.

## Three Biggest Movie Stars Aided Third Liberty Loan Sale



DOUGLAS FAIRBANKS, MARY PICKFORD AND CHARLIE CHAPLIN

Douglas Fairbanks, Mary Pickford and Charlie Chaplin, famous stars of the screen, aided Secretary McAdoo in his Third Liberty Loan drive. The "big three" are shown leaving Los Angeles for Washington. Each one toured a different part of the country.

## BIG POLISH COALFIELDS PARALYSED BY STRIKE

Biggest Outbreak Since Austrian Occupation Defies Repression Of Troops

(Reuter's Agency War Service)  
Zurich, May 2.—A telegram from Cracow states that the strike in the Dombrowa coal-fields is more serious than any outbreak during the Austrian occupation. It began on the 5th and speedily extended to the whole coalfield. The severest measures of repression taken by Austrian authorities were of no avail and they have finally suspended the entire passenger traffic on the railways.

Amsterdam, May 2.—A telegram from Vienna states that the Austrian authorities have closed all the Zionist headquarters and meeting places in Cracow and are arresting many Socialist Zionists, including students. The Jewish Bureau remarks that these occurrences shed a singular light on the semi-official declaration made in Austria that the Government is favorably disposed to Zionism.

## PRUSSIAN GOVERNMENT MAY DISSOLVE DIET

Threat Made By Minister Because Of Attitude Toward Suffrage Reform

(Reuter's Agency War Service)  
Amsterdam, May 2.—The Prussian Diet, by 235 votes to 183, rejected a motion moved by the Social Democrats to restore the Equal Suffrage clause in the Electoral Reform Bill but resolved, by 232 votes to 183, in favor of plural voting.

## BAKER TELLS SENATE OF ARMY PROGRAM

To Expedite Training And Increase Force As Fast As Conditions Allow

(Reuter's Agency War Service)  
Washington, May 2.—The program of the War Department presented by Secretary of War Baker to the Military Committee of the House of Representatives involves expediting the training of men and increasing the army as rapidly as all conditions allow.

Secretary of War Baker declined to discuss the numbers of the proposed Army because a specific number implies a limit, which would solely depend on the available resources, which were constantly increasing.

## GERMANS' LOSSES FOR WHOLE DRIVE PUT AT 350,000

2,500,000 Men Sent Into  
Line By Enemy Since  
Offensive Began

USING UP RESERVES

Only Half of Surplus Force  
Now Left, Is  
Estimate

LULL CONTINUES

Artillery Action And Local  
Raids Only Along  
Entire Line

(Reuter's Agency War Service)

London, May 2.—Field Marshal Sir Douglas Haig reports this evening: We repulsed a raid in the neighborhood of Hebuterne.

Otherwise there has only been reciprocal artillerying. Aviation:—The unfavorable weather yesterday only permitted short reconnaissances and bombing from a very low height.

None of our machines are missing. We dropped a ton of bombs on the railway stations and sidings at Thionville today. A burst was observed on the Carlsruhe Works, where a fire was started. Several bursts were also observed on the barracks, railway stations and sidings. All our machines returned.

Bombardment Around Villers

Reuter's correspondent at British Headquarters reports this evening: Early this morning the Germans heavily bombed with high explosive shells the areas west of Merris and around Villers-Estouneux, but no infantry action followed. Possibly their purpose was to practise barrages with a view to an early resumption of their offensive. We have been profiting by the lull to prepare to meet any fresh enemy effort.

Yesterday, during the daytime, we carried out a successful local enterprise south of the Ancre, advancing our front over a width of nearly half a mile to a depth of 400 yards. The weather has improved and our airmen are doing work over the enemy positions.

Reuter's correspondent at French Headquarters reports:

Under the German blows the Allied armies have been welded together as never before and there is now no point of junction at which the Germans can thrust. The process of welding together the two armies is complete, but it will not stop there. The French and British divisions will be moved about the solidly knitted front at the wish of our High Command as freely as the German divisions.

140 Divisions Engaged

Against the gains of territory as made by the enemy must be set the fact that he has had to engage 140 divisions in five weeks. A considerable number of these have been engaged twice and some three times. Adding these reappearances there is a total of 186 engagements of divisions, equivalent to a mass of 2,500,000 men whom the enemy has already put into the battle.

As the German divisions are never withdrawn until they have sustained severe losses, on an average 2,500 men, it is reasonable to reckon the enemy's loss since the beginning of the battle at not less than 350,000 casualties.

The Germans began their offensive with a reserve of 650,000 in their depots in France and at home. Behind these is only the 1920 Class, consisting of youths half of whom are under 18 years of age. The enemy's genuine fighting reserve is thus half exhausted before he has covered anything like half the distance to his goal.

His reckless employment of divisions has left him with a total of 66 divisions out of 206 in France which have not yet been engaged. Of these twelve are Landsturm divisions which cannot be used for the purpose of the offensive. The Germans thus can have little hope that the remaining sixty divisions will accomplish what the first 140 failed to achieve. Already the German General Staff must anxiously be realising that their reserves of fresh troops are no greater than those under Generalissimo Foch.

French Drive Back Attacks

Paris, May 2.—The official communique issued this afternoon reported:

A German attack in the region of Thennes, north of the Avre, failed under our fire. Enemy attempts north of Chavignon



and northwest of Rheims were also unsuccessful.

We carried out several raids, notably in the direction of Le Monchel, west of Coucy-le-Chateau, north of Pont-a-Mousson and at Voilu and brought back a score of prisoners.

The official communiqué issued this evening reported:

There has been rather great reciprocal activity north and south of the Aves. We made appreciable progress at Hangard Wood and captured Baunewood, southwest of Mailly-Raineval, taking thirty prisoners and five machine-guns.

There has been artillery fighting between Parroy Forest and Vouges. **Hail: Congratulations 2nd Army**

London, May 2.—Field Marshal Sir Douglas Haig, congratulating the Commander of the 2nd Army, mentions the 29th division, which by their gallant action northward of the Lys in the early days of the Battle of the Lys maintained their fine fighting record: also the 34th Division for their many gallant actions around Arras, and Bailleul and their withdrawal from Arras in circumstances of exceptional difficulty and also the 33rd Division for their splendid fight on the 14th April and their gallant actions in the early days of the Battle of Lys when the enemy was pressing very strongly.

### FRENCH HEROISM PRAISED

(Reuter's Agency War Service)

Paris, May 2.—Mr. Philip Gibbs, the well known war correspondent, writes in the Daily Chronicle that he has been among the French troops in Flanders and fancied he saw "Upon the roads friends of his or the spirit of those old friends: the gallant noble Athos and Porthos, who loved good wine and good fighting, for the old types of France are among the khaki lads with the old gallantry of the fighting race, sentiment and soul of France. Many of these men are dirty and dusty after long forced marches but one sees fine gentlemen, among them, unshaven but with a beautiful courtesy and true descendants of such men as Le Balafre, whom Quentin Durward knew, and Bertrand du Guesclin, who was 'sans peur et sans reproche'."

The Times war correspondent writes also that the British are enthusiastic over the fighting of the French and cities, in particular, one case where 40 Frenchmen attacked 150 Germans routed them and took prisoners.

### Brothers Die Together In Same Engagement

Paris, May 2.—Le Parisien gives a striking example of the close collaboration existing between the land-troops and the air service.

A reconnoitering aerial squadron was attached to one of our African divisions. Four battalions of Zouaves for that division were opposed for six days to five German divisions, including one of the Imperial Guard divisions. These four battalions checked the enemy for six days.

Major du Peuty, the commander of one of these battalions, which was outflanked by the enemy, though severely wounded in the thigh soon after giving the order to make a counter-attack, insisted on remaining in command and, carried by one of his men, ordered the battalion to charge. In front of the German machine-guns both men fell riddled with bullets.

Among the observing pilots of the aerial squadron which was reconnoitering for these units, was a younger brother of Major du Peuty, who started the very first in spite of the rain, proud to reconnoiter for his brother's troops. He never returned.

Thus perished within a few hours the two noble figures, the heroic brothers du Peuty.

### Allies Heartened By Latest Victory

**Troops Filled With Confidence Since Rebuff Of Germans After Kemmel's Loss**

(Reuter's Agency War Service) Paris, May 2.—M. Henry Bidou, the distinguished military critic of the Journal des Debats, who has just returned from the front, gave Reuter's representative a very encouraging account of the position.

He said that the last time he visited the front was after the capture of Kemmel Hill, when he found some gloom concerning the possible consequences of its loss, but when he returned on this occasion he was delighted to find a spirit of the utmost confidence among the Allied officers and men as a result of the magnificent manner in which the Germans had been held up.

M. Bidou said that Tuesday was a grand day for the Allies and graver for the Germans than the loss of Kemmel to the Allies.

M. Bidou concluded that he had never before seen such real comradeship and mutual esteem between the Allies as since the beginning of this battle, when the French and British fought and died together.

### FRANCO-GERMAN PACT

To Repatriate Prisoners Held More Than 18 Months

(Reuter's Agency War Service)

Amsterdam, May 2.—The agreement between France and Germany negotiated at Bern provides for the internment in Switzerland of officers who have been prisoners for at least eighteen months and the repatriation of non-commissioned officers and men who have been prisoners for a similar period.

It is stated that the agreement affects 2,500 German officers and 120,000 other Germans. Interned civilians are permitted to return to their previous place of residence.

## Smiles from the Mixed Court



Chinese Police Constable 317 is not by nature hypersensitive or meticulous on the point of civic appearances. The "city beautiful" bug has never sunk its fateful fangs, or talons—or whatever it is that causes the delirium—into his epidermis. But there are some things which get onto C. P. C. 317's nerves, and besides are against the precepts set forth at the Police training school.

Thus when C.P.C. 317 strolled down Tiendong Road en route to his post and observed half a dozen richas in more or less depressing states of disrepair strewn about the thoroughfare before the repair shop of Oo Drung-shing, his aesthetic sensibilities were considerably harrowed. Likewise, he bethought him that the promiscuous distribution of crippled richas about the public highways was strictly against the Police regulations. So he spoke chidingly to Oo Drung-shing and that worthy expressed sorrow and trundled his ailing vehicles inside his shop. Buoyed up and brightened by the thought of having made the world more fair and easy to walk through, C.P.C. stepped briskly on. At a crack in the road he glanced backward to catch the effect of his work. And there smote his gaze the sight of the six decrepit richas, marring the natural beauty of the street as before.

C.P.C. went back and addressed language to Oo Drung-shing. Oo once more registered extreme contrition and wheeled his charges within.

The constable again went blithely on his way. Again he followed the example of Mrs. Lot and looked back. Again the six several chariots bedecked the pave. The C.P.C. made the return trip to Oo's establishment in about six jumps on this occasion. And he wasted no words in language.

In the Mixed Court the tale unfolded itself. The Court hearkened and fined Oo \$2. Oo allowed that it was all wrong and that he was only doing about ten cents worth of doctoring to one richa and that this was a hard, hard world for a man to try and knock out a living in.

### Honesty Still Pays Premiums

Slipping unobtrusively off the Foochow Road Jetty with a bag of coal between them, Ming Ong-sung and Shui Kwang-yu excited the suspicions of a Chinese policeman.

With the assistance of a Sikh officer he surrounded the pair and began an inquiry. In collaborating on the claim to ownership of the fuel the two made statements giving rise to further suspicions and the inquiry was adjourned to the Mixed Court. Ming denied the whole indictment and said that he didn't know Shui. Then he leaned back and waited for Shui to come to bat. Shui did. He blandly admitted that they stole

the coal from the Jetty. Shui was then awarded three months board at the Municipal jail and his comrade received eighteen months and—it being discovered that he had been previously convicted eight times and once expelled from the Settlement—he was ordered banished again when his time is up.

### Extreme Low Plausibility

Waung Kyung-kwe was charged with picking the pocket of Faung Shau-fang while both were in a crowd gathered about a juggling performance on Avenue Edward VII. Waung told the Court that he had sore eyes and couldn't even see the pocket of Faung. How then could he pick it? But he also inadvertently mentioned that he was watching the performance. The Court thought that about a year and a half would fit the case.

### SCHOOL FLAG RAISINGS SET FOR MEMORIAL DAY

**American University Club To Make Presentations To American and Chinese Institutions**

On May 30, Memorial Day, the American University Club will conduct two flag raisings at local schools. One of these will be at the American School on North Szechuen Road and the other at Fuh Tan College in Sincawel.

At a recent meeting of the Club funds were voted to purchase flags and to furnish a large flagstaff for the American School. The flag raising at the latter place will take place at 3 p.m. on the date mentioned with fitting ceremonies. Two flags will be given each school, one for flying before the school building and another large silk one, suitably inscribed, to be hung in a case in the assembly hall. The flags will be American for the American School and Chinese for the College.

Further activities of the Club in the near future include an excursion to Hangchow next Saturday and a special Red Cross tiffin to be given at the Carlton on the opening day of the coming drive, May 20.

A sufficient number of members has indicated intention of joining the Hankow excursion to make the trip an assured success and the party will leave Shanghai at 7.35 a.m. Saturday, returning Sunday evening. A special round-trip rate of \$2.55 has been secured and several Hankow members of the Club are arranging a program of entertainment and sight-seeing for the excursionists.

An innovation at the Red Cross tiffin will be the presence of ladies, all women interested in Red Cross activities being invited. There will be seven speakers on the program, each limited to four minutes of talk and required to keep to the subject of Red Cross work in their discourses.

### Draft Bill Advanced In Newfoundland

**Legislative Council At St. John's Passes Second Reading Of Conscription Measure**

(Reuter's Agency War Service) St. John's, Newfoundland, May 2.—The Legislative Council has unanimously passed the second reading of the Conscription Bill.

### PRISON SENTENCE IS GIVEN FOR SLANDER

**First Case Of Its Kind Comes Up In U.S. Court For China**

A sentence of three months' imprisonment for slander, the first slander conviction in the United States Court for China, was given a Filipino defendant by Judge Charles S. Lobinger yesterday.

The defendant, Pablo Antonio, was accused of making defamatory statements concerning a Filipina woman, United States District Attorney Chauncey P. Holcomb conducted the prosecution and Mr. F. W. Hadley appeared for the defense.

After lengthy testimony had been taken, Mr. Holcomb summed up as follows:

"Your Honor, I believe in the bottom of my heart that the accused is guilty. I believe the evidence we have heard convicts him. I believe his conviction will reunite a divided family—and a conviction of this kind will be a warning to all persons in China, subject to American jurisdiction, whether Filipino or Americans from the home land, that they cannot lightly and glibly accuse any woman of actions or crimes which, if true, would prevent her associating with decent people; and if not true the traducer will be convicted and be substantially punished. I believe the conviction of the accused will have a most salutary effect in preventing similar cases in the future."

The Court then delivered judgment as follows:

The defendant is accused of having made a false charge of unchastity in using of and concerning the complaining witness:

"Words in the Tagalog language, of the tenor following: 'Si . . . ay bina babaye ni . . .', and which being translated into the English language, is as follows: 'Mrs. . . . has committed adultery with . . .'. The person against whom this charge is alleged to have been made is a Filipina, eight years married, who has been the mother of five children, two of whom are now living. It is alleged by the accused himself that the charge is without the slightest foundation. Indeed, he states that he has known her for seven or eight years and that her conduct and reputation are both good. He denies that he made the charge at all, but four witnesses testify that he told them substantially and for the most part separately what is alleged in the information. Among these were the husband of the complaining witness and her brother-in-law, and it naturally followed that the husband was greatly distressed especially as the complaining witness was then visiting in Manila. A telegram purporting to have been sent to her by her brother-in-law is produced in evidence, reading: 'Come immediately . . . (the husband) in great trouble.'"

This testimony does not bear the marks of collusion. Indeed, there are certain differences which defendant's counsel refers to as contradictory, but the discrepancies do not appear to be greater than such as would arise among various individuals relating circumstances some time after they occurred. Moreover, we agree with the District Attorney that there is no adequate motive which would lead the husband and brother-in-law of this woman falsely to charge the accused with having made such a statement for the effect upon themselves and their family of giving it publicity could be nothing else than disagreeable in the extreme. No reason appearing, therefore, why the witnesses for the prosecution should not be believed, their testimony being corroborated by the telegram in question, and defendant's denial being without corroboration, we have no alternative but to give credit to their testimony in preference to his.

It is true that the witnesses declare that the accused in making the statement to them claimed to have heard it from another Filipina. But in testifying for himself accused makes no such claim and it would not have constituted a defense if he had actually proven such a claim. For one cannot justify defamation by quoting another. It would not do to permit a party to escape the consequences of such a

cruel imputation upon a worthy and highly respectable wife and mother by merely attributing it to someone else. A woman's reputation cannot be exposed to any such peril and one who circulates false rumors concerning it must assume the responsibility therefor and accept the consequences.

Slander (i.e. unwritten defamation) was not a crime at Common Law but under the Act of Congress of March 3, 1901, which is in force here as regards those under American jurisdiction: "Whoever wrongfully accuses any woman of unchastity shall be punished by a fine not exceeding five hundred dollars or by imprisonment not exceeding one year, or both, and shall also be liable to a civil action for damages by the party injured."

The defendant is hereby sentenced to three months of imprisonment to be served in the prison for American convicts in Shanghai, unless transferred elsewhere, and to pay the costs of this prosecution.

### Africa Names Delegate To Imperial Meeting

(Reuter's Agency War Service)

Cape Town, May 2.—In the House of Assembly today the Premier, General Botha, announced that he would not attend the Imperial Conference in London but would send Mr. Henry Burton, K.C., Minister of Railways and Finance, to assist General Smuts in representing the Union.

### Mirovitch And Piastro

The seventh of the historical concerts by Mirovitch and Piastro will be given Tuesday evening at the Olympic Theater. Mr. Mirovitch has completely recovered the use of his injured right hand and will play the List numbers which were to have been given at the sixth concert. Among Mr. Piastro's selections will be Bruch's Fantasia on Scottish Folk Melodies, which it is believed will be heard for the first time in Shanghai. The last of this admirable series of concerts will take place at the Olympic on next Saturday evening.

### £160,000 Raised As Tank Week Opens

(Continued from Page 1)

It would be an insult to urge contributing to the cost of the war. It would be superfluous to ask the Shanghai Briton to make this Tank week a success. Let me simply congratulate you upon this grand opportunity to show the Empire that we Shanghai Britons are ready to do our bit, that we have utter confidence that the gates of Hell shall never prevail against our mighty land of hope and glory."

A burst of applause and the singing of the National Anthem followed the Consul-General's speech and then Mr. C. M. Bain was introduced as auctioneer.

### Bids For First Check

He began by announcing that the sum of £48,000 in cash had already been subscribed up to noon. Then he went ahead with his call for bids on the privilege of signing the first check or compendore order for the War bonds. The first bid was £50 and went steadily to the £1,000 mark from which it soared in leaps until the hammer fell at the £20,000 bid made by the Hongkong and Shanghai Banking Corporation. The £25,000 subscription was promised by Mr. H. E. Morris after the auction had closed. The total of the figures in Sterling, taking in the amounts of all the bidders, registered well over £100,000. In the short space available it was not possible to record all of these but the bidders are signing up and will make their applications at the banks during the week.

The auction of the War Savings privilege was equally brisk. Mr. John Johnston finally securing the first chance for £10,000. The aggregate bids went to approximately £150,000, here again exact figures being not immediately obtainable.

Following the auctions Mr. Bain announced that Mr. E. T. Byrne had come forward with a proposition to put up a £100 bond to be donated

to local War Charities, providing four others could be found to do the same. Mr. Bain called for the settlement of his audience and he got not four but forty £100 bonds before the rapid-fire of responses had ended.

Still further funds were added to the general total by a number of ladies who sold programs at the Club door, and over \$2,500 worth of War Savings Champions sweep tickets were sold to the assembly through the effective endeavors of six other young ladies—Mrs. Mann, Mrs. Macphail and the Misses D. Brodie, Leach, M. Price and Clough.

Following are the subscriptions paid in to the banks up to noon yesterday:

Chartered Bank of India, Australia and China	£ 3,000
Hongkong and Shanghai Banking Corporation	25,000
China-Japan War Savings Association (approx)	13,400
	£48,000

And following are the names of the thirty-eight gentlemen who responded so energetically to Mr. Byrne's proposition:

J. W. C. Borhar, John Hayes, P. W. Massey, H. E. Arnold, H. J. Clarke, Edward Ezra, T. Craven, F. H. Crossley, E. C. Pearce, J. S. Spunt, V. Meyer, G. Morris, J. W. Simmons, S. Bayes, R. E. Wilson, H. E. Hancock, F. S. Gibbings, T. S. Forrest, E. L. Allen, W. P. Lambie (two), John Prentice, G. D. Coutts, Ed. White, C. R. Blowe, H. Girardet, E. F. Mackay, H. Morris, H. A. Macaray, Hayley Morris, G. A. Johnson, H. G. Simms, K. J. McEuen, A. L. Anderson, H. M. Tibbey, J. Kerfoot, T. R. Wheelock, C. M. Bain, A. W. Burkill.

### ONE ITALIAN SHIP SUNK

(Reuter's Agency War Service)

Rome, May 2.—An official communiqué reports that 334 merchantmen arrived and 363 departed from Italian ports last week. One small sailing vessel was sunk during the same period.



## A Savings Account Looks Mighty Big to Young Folks

It is a big thing for them. Life's outlook has a far rosier hue when there's a substantial sum in the bank to safeguard the future.

Thrift develops character, awakens ambition, furnishes the means to many attainments which would never be realized without the practice of thrift.

You can't begin to save too early in life.

Both the thrifty and the thriftless urge you to save. Everybody is for it.

Now don't think that because you

can't save a lot out of your income it's foolish to start a savings account.

Forget the amount. Once you get started you'll be surprised how you'll economize here and there—cut out waste, and make your savings account grow without the slightest hardship to yourself or family.

Thousands are doing it every day. So can you.

No bank offers greater safety, or takes greater interest in its depositors than this bank. Glad, any time, to be of service to you. Open a savings account and join our happy, contented family of savers.

**The American-Oriental Banking Corporation**

15, NANKING ROAD, SHANGHAI.

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You cannot expect to get the same Mileage from a cheaper tire.

Our high price means better value; better value means greater mileage.

GOODYEARS pay themselves over and over again in the extra mileage GOODYEARS are built to give.

What higher endorsement can be offered than that implied in their adoption as standard equipment by the Franklin, Packard, Locomobile, Peerless, White?

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Radiolite  
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Ingersoll Radiolites are useful in the light and in the dark, for their hands and figures contain real radium! That keeps them glowing brightly in the dark for twelve years or more.

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Plain Dial Models. Special Models and other Radiolites \$2.60 to \$11.90.

See them at Boyes, Bassett & Co., Commercial Press, Kelly & Walsh, Sincere & Co., Edward Evans & Sons, or your dealer.

## DODGE BROTHERS MOTOR CAR

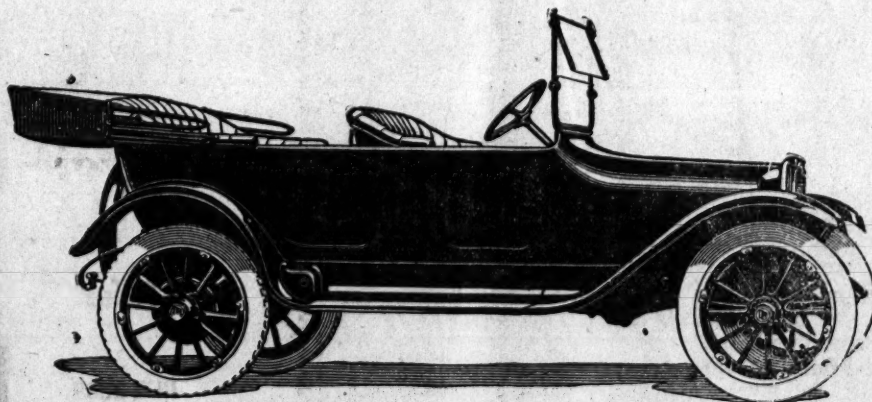
THE CAR LASTS SO LONG AND  
COSTS SO LITTLE TO KEEP  
THAT ITS USE BY BUSINESS  
HOUSES IS INCREASING LARGELY

IF GIVEN ORDINARY CARE THERE  
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DETERIORATE

THE GASOLINE CONSUMPTION IS UNUSUALLY LOW  
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A DEMONSTRATION WILL CONVINCE YOU OF DODGE BROTHERS  
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### Brighten up dull evenings with the music of the Victrola

IMPART new thrills to the winter nights at home. The thrill of Caruso and McCormack, of Melba and Gluck, of Elman and Paderewski, of Harry Lauder and Nora Bayes, of Sousa and Victor Herbert.

These and all the rest of the world's greatest artists are ready to your summons when you have a Victrola.

You needn't wait to get your Victrola. Our convenient payment plan makes it easy for you to have your instrument now. Stop in today—we'll give you further details and demonstrate the various styles of Victor and Victrola \$10 to \$400.

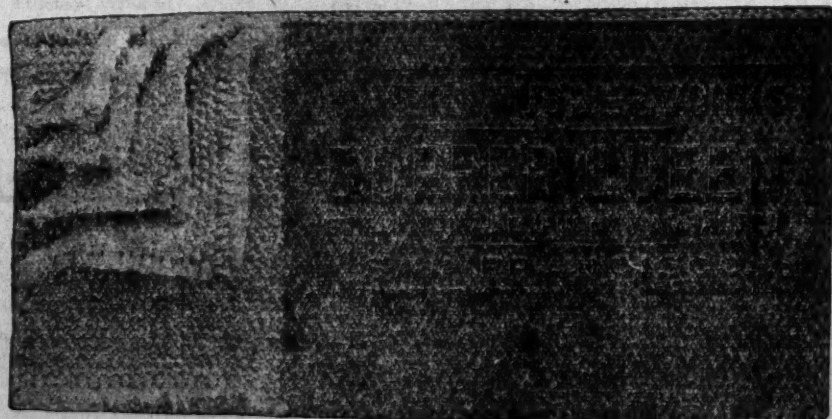
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It will not crack: It will not peel: It will not stretch

It will not slip on the pulley

It will not be easily affected by heat, cold, moisture or dryness

It will transmit the maximum horsepower, with the minimum tightness, therefore with less strain than any other belt

## "SKOOKUM" DIAGONAL PISTON PACKING



Is positively the best piston packing on the MARKET

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Nails, Tinplates, Bars, Angles, Sheets, Plates, Zinc Sheets, etc.

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### Railway & Steamship Supplies Electrical Equipment & Power Plants

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## Senate O. K.'s Bill Centering War Power In President

Measure Authorises Wilson To Reorganise All Government Departments Till Six Months After Peace

(American Wireless To Reuter's)  
Peking, May 1.—The following telegrams received by wireless from San Diego, Cal., dated May 1, have been handed to Reuter's Agency by the American Legation:

Washington.—The Senate passed the bill centering war authority in the President, and the measure was sent to the House of Representatives where early action is expected. Party lines were smashed in the Senate vote as only twelve Republicans opposed the measure. The bill will authorize the President to reorganise all government departments till six months after the war ends. Military chiefs are hailing Americans' larger effective participation in the great battle, and noted a French general's commendation and the award of 122 French war crosses to Massachusetts men for gallantry.

San Francisco.—The Pacific Aero Club has announced that it is securing the site of the former Exposition grounds on the waterfront for the terminus of the proposed Woodrow Wilson four thousand miles aerial highway from New York. The trip will be possible in 30 hours, carrying mails. Landings, wind maps, and other data will be ready soon. Club officials have said that they are using the new Liberty motor which is capable of 100 miles an hour.

U. S. Food Administration officials arriving here state that America had reduced wheat consumption by half, as Mr. Hoover had asked, to meet the needs of soldiers and allies over seas.

U. S. Atlantic port.—Captain Ting Chia-chen, military counsellor to China's President and to the Minister of War, arrived here from France. Captain Ting, who graduated from the U. S. Military Academy at West Point, has been Chinese military observer in Europe.

Washington.—U. S. ship construction figures are still rising. Launchings last week totalled 41,105 tons. Completed ships delivered to the Gov-

ernment amount to nearly 50,000 tons. 1,405,000 tons have been launched since the building program was commenced.

San Francisco.—A shipbuilding firm already employing 150,000 men has announced that the ground has been purchased and plans completed for the construction of another great shipyard on this coast, employing 30,000 men at the start. A big dock is to be provided. The nation's conservation of food and elimination of waste proves that where companies are extracting grease from garbage they are cancelling their garbage contracts as unprofitable.

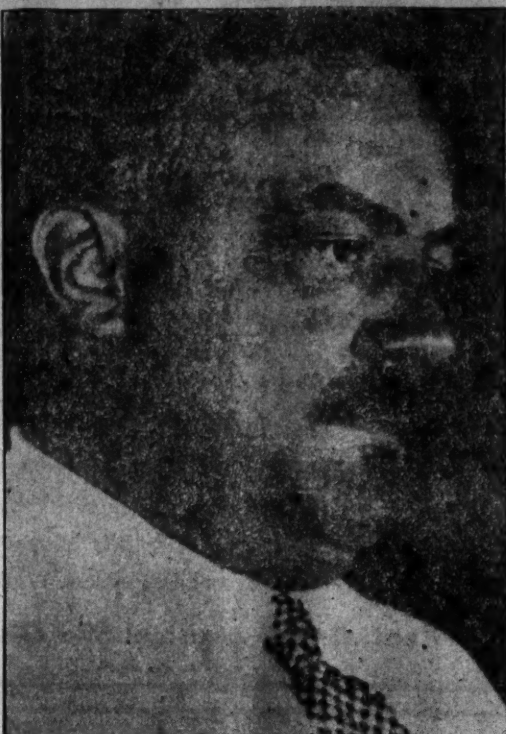
New York.—James Cey, of the France America Committee of Public Information, sends from France a description of the United States Navy's operations for the protection of the French coast against submarine attacks on ships carrying troops and supplies. He says:—"A French Vice-Admiral told me that no tonnage had been lost for three months because of the great skill and co-operation of the American Navy." A depth device of hydroplanes has conquered submarines. He adds that he has just observed a large convoy arrive with destroyers. The men were cheerful and conditions were excellent. Troops and supplies are now coming fast.

The United States Department of the Interior announces its program for the production of fertilizer, which will make the United States independent of Germany.

The Rev. Newell Dwight Hillis, from personal observation of German atrocities in Belgium, charges the Germans with killing old men and children.

Washington, D. C.—A message from France states that the Germans attempted a raid over the rear of the Toul sector but the American artillery threw them back before they could take the first American trenches. American troops are now in the battle center east of Amiens.

## Prof. Zalsman To Be Heard Again



Professor Gerard Zalsman

Professor Gerard Zalsman, Dutch baritone who has been heard here by appreciative audiences, will give a concert at the Lyceum Theater Saturday evening, May 18. Prof.

Zalsman will be assisted by local artists, including Mrs. L. J. Burrett, Mrs. R. Fano and Mrs. L. Isenman. Mr. Young will accompany at the piano. Booking will open next Thursday at Moutrie's.

The pair up to the altar. A choir composed only of members of the Pereira family rendered solos, among the singers being Miss Emily Pereira, Mr. E. J. Pereira and Mr. H. M. Pereira. The wedding march by Mendelssohn was also played by Mr. P. G. R. da Silva, a son-in-law.

Mr. and Mrs. Pereira were the recipients of many beautiful presents,

all of them golden objects. They will hold a reception this afternoon between 5 and 7 o'clock, at which many friends will attend.

Mr. Pereira was employed for over 20 years in the Hongkew Wharf Co. and has been over 10 years with the Shanghai-Nanking Railway. His present family consists of 13 children and about 25 grandchildren.

## RIGID BAN ON EXPORTS TO ENEMY INADVISABLE

General Prohibition Impracticable, British Committee On Trade After War Reports

(Reuter's Agency War Service)

London, May 2.—The Balfour of Burleigh Committee has presented a further report on trade after the war. It states that any general prohibition of exports to enemy countries after the war is impracticable and inexpedient but the resolutions passed at the Paris Conference must be carried out if the Allies and the British Empire can agree upon a policy of joint control of certain important commodities for the period of transition.

This policy should be applied as regards the United Kingdom, by legislation empowering the Government to prohibit the export, except under license, of such articles as is deemed expedient.

With regard to enemy countries getting raw material after the war, the report says that to attempt to prevent this would raise questions of great international difficulty. Moreover the Committee have very grave doubts whether such a prohibition could be made effective in practice. It is also desirable that interference with our export trade should be limited to cases where public interest requires it.

The report mentions that the supply of all kinds of wool is likely to be insufficient for the requirements of the world, particularly merino, for which Germany and Austria are practically dependent upon Australia and South Africa. The Committee consider it of the greatest importance that joint measures should be devised with the Dominions to secure control of their output of all kinds of wool immediately after the war.

The Committee concurs with the recommendation of the Iron and Steel Trade Committee that no raw materials should be permitted immediately after the war to be despatched to the present enemy countries from the mineral resources under British control.

The Committee states that there are certain raw materials, the supply of which is likely to be sufficient to meet the world's requirements and it has been suggested that the Allies might jointly purchase the available supplies of these. The Committee points out, however, that the situation is radically altered when it becomes a question of supplying raw materials, not to manufacturers on Government work, but to manufacturers who are working on a competitive basis for the home and foreign markets.

The Committee recommends restrictions with regard to the export from the United Kingdom of cotton-yarn, wool-tops, worsted, mohair and coal. It expresses the opinion that it will also be necessary to regulate the export of coal machinery.

The report says that in the event of the Dominions finding it impossible to adopt the Committee's suggestions it might be represented to the Dominions that they could assist by imposing a heavy export duty to the present enemy countries and take precautions to prevent purchase by neutrals on account of such countries.

The Committee considers it essential for the safety of the nation that tungsten should be manufactured within the Empire after the war on such a scale as will supply domestic requirements and afford a margin to meet any sudden increase of our needs.

It recommends an export duty on Wolfram-ore of 25 per cent except when the Government refuses to purchase the ore within fourteen days of it being offered to them.

It proposes that the importation of munitions of present enemy origin should be prohibited for five years after the war, subject to license.

It recommends a special Industries Board of experts to promote schemes for assisting industries producing certain special commodities. The Government should itself undertake to manufacture articles essential to safety during an efficient and adequate output.

## INDIA HOPES TO RAISE 500,000 MEN FOR ARMY

Delhi Council Decides To Continue Voluntary Recruiting For Another Year

(Reuter's Agency War Service)

London, May 2.—Press Bureau: The Viceroy of India opened the Delhi Conference on April 27, which was attended by sixteen princes, the non-official members of the Legislative Councils and about one hundred representatives of all shades of opinion in the provinces.

The Home Rule group protested against the non-inclusion of Tilak and Mistress Besant but failed to secure the approval of the conference.

The conference approved the continuance of voluntary recruitment and the formation of a publicity employment bureau. It also recommended measures to encourage the consumption of local products, to develop shipbuilding, the production of foodstuffs and war requirements.

The conference showed a large measure of appreciation of the situation and a desire to furnish further assistance in the Empire's cause.

As a result of these measures it is hoped that half-a-million recruits will be obtained during the year. The offers of men and money made by the Indian chiefs were most cordial and generous.

## Poincare And Derby Speak At Ceremony

(Reuter's Agency War Service)

Paris, May 1.—M. Poincare, President of the French Republic, granted an audience today to Lord Derby, who, after remitting his credentials as plenipotentiary and ambassador extraordinary of Great Britain, delivered an address to the President in which he said:

"I succeed Lord Bertie at a time when the agreement already existing between our two countries has become an intimate and cordial alliance for over cemented by our mutual bloodshed on the same battlefield for the cause of liberty and justice. I could find no better occasion for expressing the deep admiration of my country for the valorous soldiers of France."

The President of the French Republic replied:

"Our union is not of two professional armies coupled in view of an artificial coalition but that of two peoples who rose up of their own free will for the defense of the same just cause, joining their thoughts and efforts. It is certain that such a close comprehension of the same ideal, supported by their admirable and heroic fighting, will prolong its salutary influence on the future of France and Great Britain."

## MARRIED FIFTY YEARS

Aged Shanghai Couple Celebrate Their Golden Wedding

Mr. and Mrs. Joe F. Pereira, who have been in Shanghai nearly 50 years and both 71 years old, celebrated their golden wedding yesterday.

The celebrations include a religious ceremony which was held at the Hongkew Church yesterday. The Church was gallily decorated and a large congregation of friends gathered at Mass and a Te Deum, the Rev. Father Savary officiating. The marriage ceremony was gone through again and a procession consisting of members of the family accompanied

Worn spots can easily be repaired with JOHNSON'S PREPARED WAX



## Door-Ways Are The Bug-Bear

of finished floors. They receive the hardest wear, and naturally need most attention. Busy housekeepers and careless maids allow the finish to wear entirely off, and soon the wood gets rough and splintery. It's a very simple matter to have beautiful floors if the doorways are kept well-polished with

**JOHNSON'S PREPARED WAX**

"The Dust-Proof Polish"

It is splendid for linoleums, too—for it brings out the pattern and preserves it. Johnson's Prepared Wax imparts a beautiful, durable polish—easy to keep clean. Less than an hour is required for polishing an ordinary-sized floor, and it may be walked upon immediately.

There is nothing like Johnson's Prepared Wax for keeping dining room tables bright and tempting. Hot dishes have no effect whatever upon it.

Every family has dozens of uses for Johnson's Prepared Wax. Keep a tin always on hand for polishing your

Linos.  
Floors

Piano  
Furniture

Woodwork  
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Johnson's Prepared Wax is supplied in household and larger sizes.

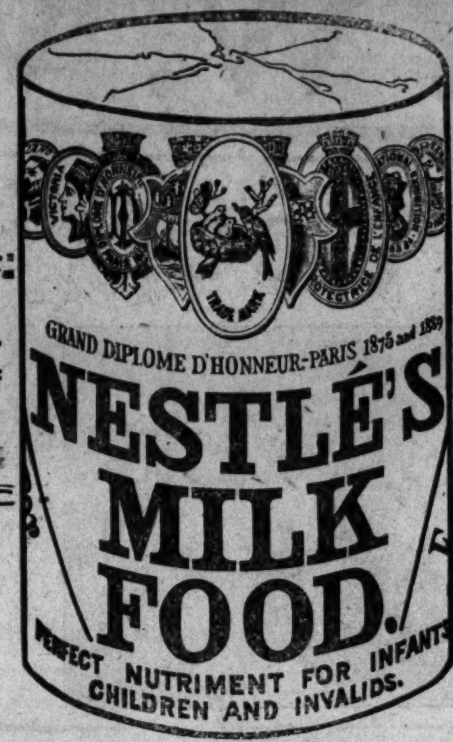
It may be obtained from all good shops, or from

S. C. JOHNSON & SON

Racine, Wisconsin, U.S.A.

or  
**ARTS & CRAFTS, Ltd.**

Shanghai



49 Gold Medals.  
42 Diplomas of Honour.

A Nourishing Food for Weak Digestion

## Doctor's Opinion:—

"Being convenient to prepare, and all that can be desired as a sustaining nourishing diet, we greatly value its use."

"It has certainly been a great help to some infants whose mothers' milk has been insufficient or of poor quality. Even new-born babies have found it quite easily digestible and satisfying. At the weaning stage also it has been very useful in tiding them over the difficult time."

Sold by the best Druggists & Stores

Nestlé's Food Depot, 8 Nanking Road, Shanghai.

Buy Liberty Bonds

## White Frost Refrigerators Hygienic and Germ Proof

Perfect  
Insulation,  
Saves  
Ice,  
Easily Cleaned,  
Beautifully finished  
in white Enamel.

Scientifically  
Constructed.  
Will last a  
life time  
Revolving Shelves  
All parts removable  
for cleaning



## Germ Proof

Stocked in three sizes.

Moderate prices—5% Discount

**Weeks & Co., Ltd.**

Shanghai and Hankow

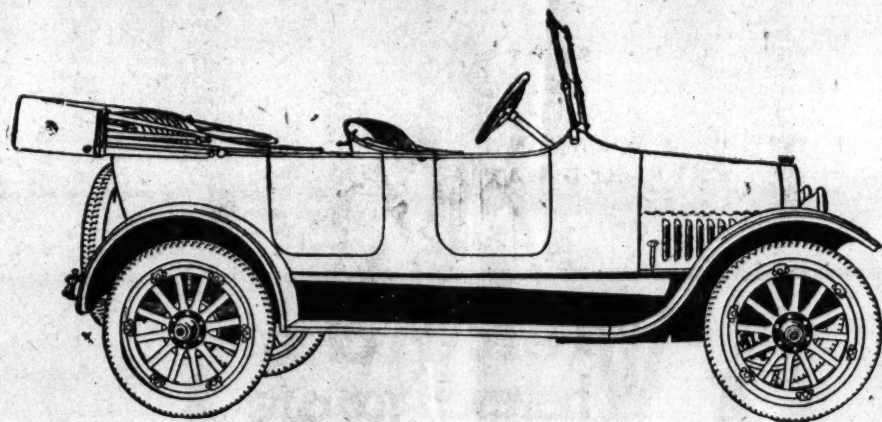


# There's a reason

for the popularity in Shanghai of the

# BUICK

The Economical Gasoline Consumption Car



## Consider The Buick Four!

There is no car in its class more economical.

There is no car backed up with a better service guarantee.

The Buick is designed and built by men who have been satisfying the public since motors were first manufactured. The luxuries of higher priced cars are combined with the economies of lower priced cars

EVENTUALLY YOU WILL BUY A BUICK FOUR . . . . .

### WHY NOT NOW?

ASK FOR A DEMONSTRATION

## H. S. Honigsberg & Co., Inc.

Sales: West 1234.

Service: West 1211.



## From Coolie To Policeman In Three Months Is Record Of Gordon Road School

Police Training Station In Western District, Under  
Inspector Young, Is Interesting Institution;  
Teaches Sikhs As Well As Chinese

The efficiency of the Shanghai Municipal Police in handling rioting crowds was evidenced during the past week when all sections of the department showed a marked degree the result of the splendid training received at the Gordon Road Station Training depot, where foreigners, Sikhs and Chinese are moulded into efficient members of the police department.

Praise was heard on all sides for the police during the riotous and hawkers riots and the men rose to the emergencies in fine style. Sikhs and Chinese did the bulk of the work in handling the crowds and the training of these divisions of the force is unusually important at this time because the school for foreigners has been abandoned at the Gordon Road depot. Since the war, many men of the local force have left Shanghai to join the colors and it is impossible to get foreigners for the department at this time. Difficulty is being experienced also in obtaining Sikhs for the police department, because of the war and because of the impossibility of granting leave to present members of the department. Nearly all Sikh constables were farmers in India and came to Shanghai as the result of recruiting done by constables visiting the homeland on leave. This is no longer possible and but few Sikhs come to Shanghai and none are leaving this city for home.

But one Sikh is taking the prescribed course at the training depot at the present time.

A severe physical examination is the cause of rejection of 50 percent of the Chinese applicants for positions with the police department and many fall on the educational test. There is no dearth of candidates, however, and 38 are training at Gordon station and a class of 16 graduated last Wednesday. The seniors in the training class were on duty during the riots last week and had an opportunity for observation of trained men handling the mobs.

Mob psychology constitutes a prominent part in the course given all candidates and it is impressed upon the recruits to "keep crowds moving for when they are moving, they do less damage."

All Chinese applicants must present themselves to Chief Inspector Wilson at the Central Station and he selects the likely looking physical specimens. The

men usually come from the northern provinces and more come from Shantung than all other sections of China combined.

### Severe Physical Examination

Those selected by Inspector Wilson are obliged to undergo a severe physical examination and here is where often 50 percent of them fall by the wayside. The educational test follows and the candidates must be able to read and write Chinese. The educational test is simple, yet it is a stumbling block.

The next step in the candidate's career is a three months course at the Gordon Road Training Depot, under Inspector S. C. Young.

The Chinese are assigned quarters for a week they do nothing but observe. Practically every occupation is represented among the class in training at present. There are shopkeepers, clerks, shopkeepers' assistants, coolies, farmers, a lithographer, a mafuo, cloth maker, cabin boy and jiu jitsu teacher. The latter is from Chihli province.

Many of the candidates have never seen a road, an electric car, or automobiles and haven't the faintest idea of traffic, its rules or regulations. The Sikhs, coming from India where many have seen modern thoroughfares and conveyances, make better traffic officers and are quicker to grasp the Settlement traffic rules, according to the instructors.

Physical education plays a prominent part in both the education of the Sikh and the Chinese policeman. Corrective calisthenics, organized play, marching and bayonet drill mould the men physically. The Sikhs are basketball and hockey enthusiasts and at Gordon Road some of the basketball games are rougher than the American professional games. They play with a winning spirit and there is great rivalry between the teams.

### Three Hours In Class Room

Three hours daily the candidates are in the class room where they listen to lectures and demonstrations. The desks are assembled about a hollow square in which traffic regulations are demonstrated. On the floor is painted a network of streets, with tram lines. Miniature automobiles, electric cars, rickshas and all other sorts of vehicles are run up and down the "streets" and miniature traffic policemen are placed in their proper locations. The men fresh from the provinces

thus have an opportunity to see in miniature what they are to deal with at the end of the course. About the walls are posted permits and licenses of all sorts and the candidates must familiarise themselves with all. The men must know the flags of all nations, the police and health department rules and regulations and the geography of China and Shanghai.

A witness box, telephone and charge room are all in evidence in the class rooms and candidates thus become familiar with them. Members of the class act as witnesses in mock court and also visit the Mixed Court where they watch the proceedings. Sunday trips to the Consulates, hospitals, fire stations, and other important buildings in the city are a part of the curriculum, for the policeman must be able to direct people to important points in the Settlement.

Another important phase in the education is the training along lines of sanitation and health. The physical condition of the candidate is looked after in the corrective physical education courses, but he must know something about personal hygiene, cleanliness and sanitation. Strict supervision is maintained over quarters and each Saturday morning all candidates must scrub the building from top to bottom. The building used for quarters is well lighted, the walls are whitewashed and spottiness and the building is cleanliness itself.

English is not taught in the school. It was found to be impracticable because many candidates had but elementary knowledge of Chinese.

Chinese and Sikhs are drilled in the use of the carbine and must pass a marksmanship test. Bayonet and baton drills are important and many Sikhs are detailed for special courses. Sikhs are given instruction in the handling of revolvers and at Gordon Road there is a revolver range where the men are required to practice. There is a Sikh signal corps which would be ready for action if telephone lines were destroyed and these men must pass a difficult examination in signalling.

The education of the Chinese patrolman along special lines follows his discharge from the training depot. Chinese detectives and gate-men are in demand and promotion is rapid for the Chinese constable who has ability. Chinese candidates enter the depot at a salary of \$12 a month. Sikhs are given \$16.50 monthly and all candidates are outfitted from head to foot. Winter and summer clothing allotments are allowed. The Sikhs are given dress and uniform turbans.

### Religion Important Factor

The religion of the Sikh is an important factor in his life. At Gordon Road station is found the only Municipal Gurdwara in the Settlement and a Zranthi, or priest lives at the station.

It is not necessary to instruct Sikhs in sanitation in the school room, for the religion demands the daily bath. The Sikh's hair, which

is never cut, must be washed once weekly and the beard must be curled. The use of intoxicants and nicotine is prohibited by their religion.

The Sikh candidates at Gordon Road are very devout and attend services nightly. The Gurdwara or church is decorated with elaborate and costly adornments which are brought here from India and during festivals, Sikhs from all parts of the Settlement attend the special services at Gordon Road. Offerings of flowers are placed on the altar daily and the men are very loyal to their religion.

Capt. Barrett, with offices at the Central Station, is in charge of the Sikhs of all stations, and the branch of the force is highly efficient. The men can rise higher in the department than the Chinese and after passing the course at the depot, a Sikh can pass through the ranks of naik or corporal, havildar or sergeant, havildar major, and jemadar or lieutenant. A salary of \$70 monthly is paid to the jemadar.

But ten foreigners are stationed at Gordon Road station. Inspector S. C. Young has charge of all activities and Sub-Inspector I. Aiers is second in command. Sergeant Major W. Fairbairn has charge of all drills and Chief Inspector Dewing is head of the Stores depot. Six foreigners are in the stores department.

In addition to the training depot, the stores depot and the usual charge room, Gordon Road station has 50 dog kennels where dogs picked up in all parts of the Settlement are sent.

The plant with its station headquarters, Inspectors' quarters, Stores Depot, Gurdwara, Sikhs' quarters which can accommodate 200 Sikhs and 100 Japanese, if necessary, the Chinese school building and dormitory, and revolver range, is the biggest in the police department.

### Singapore Rubber Auction

Singapore, April 17 and 18, 1918.—Following were the prices realised at Auction this week:

Sheet:	Singapore per picul.
Smoked Fine Ribbed ..	\$103/94
Smoked Good Ribbed ..	95/80
Smoked Fine Plain ..	83/76
Smoked Good Plain ..	74/70
Unsmoked Fine Ribbed ..	Nil
Unsmoked Good ..	Nil
Unsmoked Fine Plain ..	74
Unsmoked Good Plain ..	Nil
Crope:	
Fine Pale Thin ..	103/99
Good Pale Thin ..	98/80
Good Pale Blanket ..	80/73
Good Brown Blanket ..	67/63
Fine Brown ..	86/73
Good Brown ..	76/60

Good Dark ..	69/47
Barky ..	54/25
Scrap:	
Virgin and Pressed ..	57/35
Loose ..	60/13

Sheet:  
Cupwashing .. 76/50  
Catalogued for sale Pcls. 18,230 (about 1,145 tons). Sold Pcls. 12,569 (about \$14 tons).

During the past week the market has remained steady for ready goods, and our auction started yesterday with a fair demand at last week's closing prices, viz. \$94/95 for Fine Ribbed Smoked Sheet and \$99 for Fine Pale Crope. As the sale progressed, however, buyers became more active and prices gradually advanced till \$100 for Fine Ribbed Smoked Sheet and \$103 for Fine Pale Crope were reached in the afternoon.

Good Ribbed Smoked Sheet and Good Pale Crope met with a fair demand, and also Plain Smoked Sheet was in evidence, while hardly any interest was shown in Unsmoked Sheet of either description.

Brown and clean Dark Cropes were again in good demand, and prices were on an average in level with last week, but it was often difficult to obtain bids on Bark and Barky Crope. Some few lots of Scrap obtained very good prices.

The sale was continued this morning, when the competition for some big attractive lots of Fine Ribbed Smoked Sheet brought the prices for this grade up to \$103, while Fine Pale Crope remained at \$103. The top-prices mark an advance on the week of \$5 for Fine Ribbed Smoked Sheet and \$1 for Fine Pale Crope. The tendency at the close was firm.

(Meyer and Measor)

### BAR SILVER

Reuter's Service  
London, May 1.—Today's silver prices were:  
Bar Silver Spot: 49 1/4 d. Quiet.  
Previous quotation, London, April 30:  
Bar Silver Spot: 49 1/4 d. Steady.

### Thankful Mothers

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B. V. D. "The cool underwear"  
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Vests \$1.25, Knicker Drawers \$1.25  
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Novelties for this season will be all  
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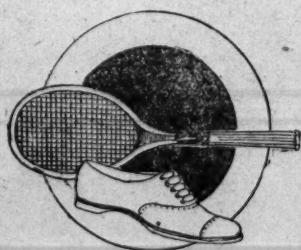
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Better qualities at \$2.75 \$3.00 \$3.75



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Ladies' White or Gray Silk  
Gloves, A reliable grade Silk  
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Garter Lisle Tops and feet. Price \$1.50 pair

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So Constructed That Each Pro-  
duces Two Explosions

BUT CHARGES ARE SMALL

Contains Only 18 Or 20 Pounds  
Of Explosive—Intended  
To Bombard London

Paris, March 27.—Premier Clemenceau's paper, L'Homme Libre, today gives full details of the long-range shells which have been bombarding Paris and the particulars are so precise as to suggest that the writer must have examined an unexploded shell.

The gun proves to be of 22 centimeters caliber and not 24 as was at first supposed, that is to say 9-inch rather than 10-inch. The shells are very short, measuring about fifty centimeters in length and weigh at most 200 pounds. They contain only eighteen to twenty pounds of explosive.

A peculiarity of the shell is that the interior is divided by a diaphragm into two unequal sized compartments, the lower being larger than the upper. The diaphragm is pierced by a hole in the middle and two others at each side. This arrangement, combined with a supplementary fuse, enables the shell to produce two successive explosions with an interval of a few seconds or minutes. It was this peculiarity which led to the belief that two guns were being used to fire on Paris.

The shell is fitted with a long pointed nosecap in thin sheetiron which acts as a windcutter and probably increases the range of the shell.

London, March 27.—Lieut. General von Rohne, an authority on ordnance, says in the Vossische Zeitung of Berlin that the bombardment of Paris is merely in the nature of a trial for guns which are really intended to bombard London, says an Exchange Telegraph despatch from Copenhagen. He adds:

"It is a waste of time for citizens of Paris to ascend the Eiffel Tower in an effort to catch a glimpse of the cannon. Only airmen, at a height of 1,300 meters, will be able to observe them."

London is about 125 miles from the nearest point on the front.

## Davison Finds Paris Is Strong; We Must Sacrifice All To Aid

BY CHARLES H. GRASTY

Paris, Saturday, March 30.—Henry P. Davison has been in close touch with stirring events in the last ten days. He said this morning:

"When we see divine service on Good Friday interrupted by a shell from the German front, seventy-five miles away, and scores of men, women, and children killed and injured, it conveys some idea of what war in Paris means. Does it create a panic? Not at all. People are still traveling on the streets with shoulders back and heads up, ready to meet whatever may come. The humblest would rather die than bend to an unworthy peace.

"We in America imagine ourselves in the extremities of war. The sailing of our boys, short food rations, and the like make the situation seem terrible, because we compare it with our former immunity and comfort. But if every American could have spent these last ten days here and could have realized that for nearly four years this battle, in varying degrees of intensity, has been relentlessly waged against these people on their home ground; that losses of life and property have been beyond all computation; and yet here they still stand, determined, undismayed, against every devilish instrument and all giant aggression—why, the bigness of their patience and courage has never before been conceived in the mind of man.

"In face of such things we Americans should stop thinking of self, dismiss all consciousness of sacrifice, and go to work with a new will. Personally, I feel like bowing on my knees to every Frenchman and Britisher I meet. I have been along the front, but it seems to me that splendid human nature is showing up even better back of the front, where men, women, and children are united in selfless, uncomplaining, and almost unconscious sacrifice.

"It all brings home to me an entirely new sense of our obligation, and I feel that unless we show the same qualities that Europe shows in her noble efforts we will have the same thing meted out to us; for only by resistance while there is still time can German destruction be confined within European bounds.

"Time is the essence. Only soldiers can stop Germany, and only America can furnish them in adequate numbers to match up against the German reserves. And remember that for the American people to have these soldiers in Europe, sacrifices of every character must be made on the part of all the people."

## Shanghai Baptist College Notes

President White, Vice-President Tong, Dr. Webster and Professor Hipp are at Soochow attending the Native Association of the Central China Mission, S.B.C.

On Friday of this week the Evangelistic Band will make a trip to Soochow to hold meetings at Yates Academy over the week-end. The band is under the leadership of Mr. Tsan Yu-bing. The members of the band are Ling Hwa-chen, Yih Ko-dah, Tong Bing-yung, Lu Gyl-ing.

Mr. Geldhart and Mr. Yu of the Y.M.C.A. met with the college Y.M.C.A. cabinet on Wednesday to discuss plans for more aggressive work.

This evening Dr. Huizinga will give a talk on India to the Y.M.C.A., illustrated with the reflectoscope.

Dr. Huntley gave an illustrated

lecture on Chinese life and health conditions to the students of St. Mary's, Jessfield.

A co-operative society has been formed among the students. Shares to the amount of two hundred dollars have been sold. A board of Managers has been elected, officers chosen, and business will be started as soon as stock can be arranged for.

## Meaning Of 'British Descent'

"It is impossible to go back to Adam," said Mr. Justice Neville when he was asked to determine the eligibility of candidates for scholarships to Harrow and Oxford under a bequest of £50,000 left by the late Mr. Augustus Shephard Churchill. The bequest was limited to scholarships for sons of British subjects of British descent, and the question was how far it was necessary to trace the ancestry of candidates in order to determine whether they were eligible. His lordship said that if the grandparents of candidates were British subjects that would be sufficient.

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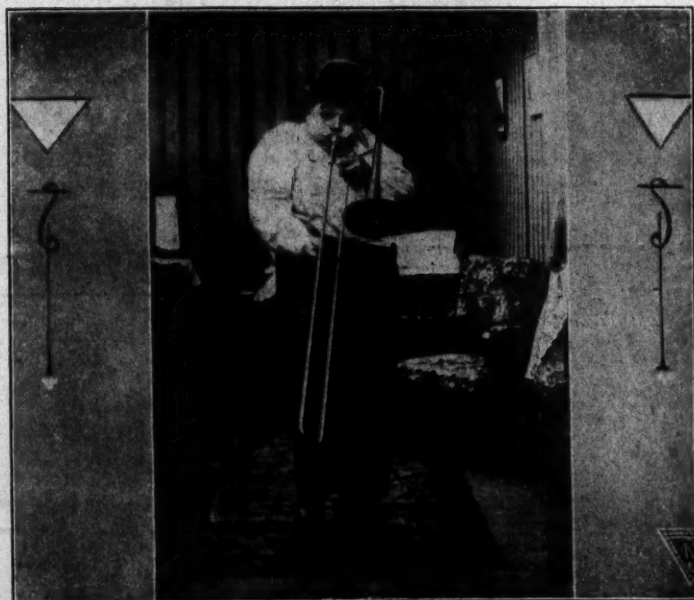
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## FATTY ARBUCKLE FATTY ARBUCKLE

IN "He of the Massive Waist" IN

## "THE VILLAGE SCANDAL" "THE VILLAGE SCANDAL"

TWO DOSES OF FUN LIBERALLY  
MIXED WITH LAUGHS, SCREAMS & YELLS

PATHE'S AMERICAN ANNALS OF THE  
GAZETTE WAR.

WE SHALL PRESENT  
THE GREAT FINE ART FILM PRODUCTION

## "SOLD FOR MARRIAGE" "SOLD FOR MARRIAGE"

FEATURING—FEATURING

LILIAN GISH  
LILIAN GISH

This great five part drama shows the story of a poor Russian girl whose beauty leads her unscrupulous uncle to bring her to the United States to be sold into marriage to a rich old man she never has seen. Fortunately, her lover has embarked for America on the same ship; and when he arrives, he learns to his surprise that the police there, unlike those of his native land, are not oppressors of the poor, but friends, so he enlists their aid in securing the release of his beloved Marja. How they meet his plea is a sequence of thrilling scenes.

IT IS A STORY THAT DEALS WITH A MODERN  
CAR AND IS PRODUCED BY

D. W. Griffiths—The Master Mind



## LILIAN GISH LILIAN GISH

THE GREAT AMERICAN STAR WHO  
APPEARED IN

## THE BIRTH OF A NATION.

SPECIALLY ENGAGED FEATURE  
IN THIS PICTURE.

AN ENJOYABLE EVENING IS ASSURED

YOU.

SEE PAGE FOR TO-DAY'S PROGRAMME.



## Would Cure Bandit Problem By Giving Them Uniforms

But Robbers Decide Even Soldiering Isn't So Profitable  
And Reject Authorities' Offer

China Press Correspondence  
Sutaien, N. Kiangsu, April 27.—The only thing about the bandit situation here in this section now, that is encouraging at all, is the fact that we narrowly averted a still worse situation a few days ago. The authorities here offered to take in about fourteen hundred robbers and put soldiers' clothes on them and soldiers' guns in their hands and soldiers' pay in their pockets and let them keep up the same organization, so far as officers were concerned, as they have had before; the only thing required of them being that they should hereafter call themselves soldiers instead of robbers, and take up their abode "inside" the city instead of in their old haunts.

This arrangement would have been exceedingly dangerous just at this time, especially on account of the fact that there are only about nine hundred soldiers here now and some of them are ex-robbers. The addition of fourteen hundred robbers to their ranks would have thrown the balance entirely to the side of the bandit element. Fortunately for the people here the robbers, at the last moment, decided that their old game of robbing was more profitable than the soldier-game so they refused to come in.

Within a few days of here to the south, there are more than two thousand robbers, and they have been on a rampage for the last few days, burning villages and killing numbers of people in their raids. They are also doing a thriving kidnapping business. The houses here in Sutaien inside the city wall are bringing tremendous rent now because so many of the people from the country around here are coming in for safety. News has reached us that one of the girls who was in the Girls' School here last year was captured by the robbers just a few days ago. At the same time the robbers took this girl's mother. Every day the news of some new capture they have made reaches us. They do not hesitate to attack some of the large towns around here and carry off all the loot they want and often burn up much that is left. The soldiers are either unwilling or unable to cope with them.

The news of the capture of the two American ladies just north of here on the Shantung border, and later the capture of Mr. Love in the same general territory, coupled with the Kyle and Purcell case and the railroad holdup in Shantung, shows a state of affairs that ought not to be

allowed to continue so far as the safety of foreigners is concerned. A day or two ago THE CHINA PRESS carried an editorial which hit the nail on the head so far as the duty of the Chinese government is concerned. We would like to see another one in there outlining some plan for action by the foreign powers here that would strike terror into the hearts of the bandits and forever put a stop to their tampering with foreigners' lives and property. The Chinese here are constantly saying that what is the matter with the country is that the authorities have forgotten that the only way to cure a robber is to take his cue off just under his chin. This habit they have gotten of taking them in as soldiers is just about to ruin the country. It is almost impossible for those who are living in port cities to realize what the condition is in the interior where the bandits are having full range. The people know who the robbers are and they come right out into the open in their crime, but the people are powerless, and the soldiers at present seem to be inclined to hold their hands. Almost every night the robbers get so near here with their destruction that the people gather around the gates to try to see the fires and to get the first bit of news that comes in so as to see where the band is headed for next. The marvel now is that they do not make a clean sweep while they are practically without any constraint.

### Miss Marie Corelli

Miss Marie Corelli writes to THE PALL MALL GAZETTE that it is curious she should be convicted of sugar hoarding when, as a matter of fact, there was no hoarding, but an open admission of obtaining sugar to meet the appeals of the food production department carefully to preserve all fruit and vegetable of her own growing.

Miss Corelli adds that she was not in court, and says: "I am told that there were many reporters and camera men in attendance in Stratford, all as intent on seeing me as if I had committed a murder! This is indeed gratifying, and I beg to thank these gentlemen for their extraordinary interest, which would almost prove me to be person of national importance!"

## ALLIES HAVE FAITH IN AMERICAN TROOPS

'Firm In Defensive Actions And  
Exceedingly Cool In  
Tactics'

### Our Aviators Praised

London, April 3.—The British War Office pays a high compliment to American airmen in the official statement issued to-night on aerial operations, which says:

During the last fortnight of intense fighting in the air the assistance rendered by the personnel of the American air service attached to the Royal air service has been invaluable.

By Lincoln Eyre

Paris, April 3.—Gen. Pershing's offer of his troops to Gen. Foch and the latter's acceptance has given the French people great satisfaction. French public opinion sees a good omen in the official announcement that Americans are to fight with their French and British comrades in the great Battle of the Somme.

Such action has been accepted here as proof of a close unity reigning on the western front and also as a means of drawing still closer the ties uniting the United States and France. French officers and men who have seen Americans fight on other parts of the front know that these troops will do well in any battle. All the French press look forward to the time when, fighting side by side, Americans, French and British will drive the Germans out of France and forever do away with the war of German militarism.

Great Faith In Americans  
I have just met a French Captain who is in Paris recovering from a severe wound in the right arm which he received while participating with Americans in an attack on the German positions in Lorraine. The Captain acted as liaison officer between the French and American troops, and in that capacity he was able to judge of the fighting mettle of the Americans. He willingly gave me the impression made upon him by our ranks, in which he has the greatest faith:

"The sporting aptitudes and practical minds of the Americans soon enabled them to become acclimated to trench life," he said. "Their coolness and presence of mind are remarkable. In eight days we had only two or three wounded through the men's carelessness or their eagerness to see the foe."

"The American soldier is an excellent shot. He aims quickly and

## Y.M.C.A. Worker Hurt In Paris Air Raid



MRS. W. B. PHILLIPS

Reports of the death of Miss Winona Caroline Martin, librarian of the Carnegie Library at Rockville Center, L. I., and the wounding of Mrs. W. B. Phillips, of New York, as a result of a recent air raid by the Germans in Paris, have shocked thousands of Y. M. C. A. workers throughout America. Both were engaged in Y. M. C. A. work in Paris. Mrs. Phillips went abroad two years ago with her husband and has visited England, France and Italy. When the United States entered the war, Mr. Phillips became a civilian purchaser for the United States, and Mrs. Phillips took charge of a Y. M. C. A. canteen in Paris.

with precision. I have seen Americans go out in patrol encounters and they have always come back only after having bested the enemy. In attacking enemy positions they are remarkable. I participated in an attack on the German lines when one American section with two machine guns obtained a complete success. In this affair there were few losses on the American side and a good many Germans were brought back prisoners.

"The Americans display great courage—perhaps too much—in hand to hand fighting. In their eagerness to get at the foe they many times despise the measures of protection given them. In this way we have lost, unfortunately, many fine, brave fellows. In a short while, however, the men will be used to this sort of fighting."

Well Trained Officers  
"We can be happy in the close liaison existing between the French and Americans and especially in the

friendship the soldiers have for one another. This sort of friendship does more for the education of Americans in warfare than do the discourses by their chiefs.

"It is interesting to note that American officers show a fine presence of mind and initiative. Without the least trouble they have overcome the difficulties of our fighting methods, adapting these methods to their own men. America has trained fine officers, but her non-commissioned officers appear to have had less complete training. Time and war will change this."

"The armaments with which the Americans are supplied are fine. Every soldier carries a revolver, a weapon which, with the grenade, has given excellent results in patrol attacking actions. Firm in defensive actions and exceedingly good in attacks, which suit, their characters much better, our allies are above all praise. Their imperfections will disappear after a little experience."

"What about American aviation, Captain," I asked.

"I have often heard good reports of the excellent work done by American pilots as well as by the makers of the machines," he replied, "but, I am sorry I know no more, for aviation is not in my line."



When you find that you are getting in the habit of worrying unnecessarily about your work, that the daily grind is wearing out your nerves, it is time to bring yourself to a sudden stop. You are facing a nervous breakdown. Don't pride yourself that you can keep up through will power alone. Nervousness cannot be willed away. You must get rid of the cause. There is only one thing to do and that is to build up your blood.

Dr. Williams' Pink Pills enable the blood to carry to the weakened nerves the nourishment that they need and have proved of the greatest benefit in even severe nervous disorders. Begin your cure today. Dr. Williams' Pink Pills are sold by all druggists, also sent post free, 1 bottle \$1.50, 6 for \$8, by the Dr. Williams' Medicine Company, 96 Szechuen Road, Shanghai.

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The Central Garage Co.



## THE CHINA PRESS

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AND HOLIDAYS

CHINA PRESS Incorporated, Delaware, Publishers

## DEATH.

STANION:—On May 3, 1918, at Shanghai; William Knibb Stanion, aged 44 years.

The funeral will take place at the Bubbling Well Cemetery today, May 5, at 8.30 a.m. All friends and brothers are invited to attend. 17846

## Today's Church Services

**Holy Trinity Cathedral.**—Fifth Sunday After Easter. 8 a.m., Holy Communion. 11 a.m., Matins and Eucharist. Smart in F. Anthem "O taste and see" (Goss). Hymns 7, 142. Noon, Holy Communion. 3 p.m., Children's Service, 6 p.m., Evensong. Anthem "He that in tears soweth." Hymns 300, 143, 24. Hilder. Preacher, The Dean.

**St. Andrew's Church, Broadway.**—10.30 a.m., Matins and Holy Communion. Preacher, Rev. W. P. Roberts. 6 p.m., Evensong. Preacher, The Lay Reader.

**Union Church.**—11 a.m., Preacher, Rev. C. E. Darwent, M.A.; Subject, "Joseph's brethren." Chant, 24; Anthem, "O Lord, beseech Thee" (Goss). Hymns 535, 556, 273. 12 noon, Holy Communion; 6 p.m., Preacher, Rev. C. E. Darwent, M.A.; Subject, "Paul at Athens." Chant, 26; Hymns 304, 12, 190, 553.

**Shanghai Free Christian Church.**—The services in the above will be conducted as follows:—11 a.m. by

Rev. E. C. Lobenstein; 6 p.m. by Rev. E. E. Strother.

**St. John's Pro-Cathedral, Jessfield.**—Evening Prayer in English at six o'clock. Preacher, The Rev. F. L. Hawks Pott, D.D.

**Christian Science Society of Shanghai.**—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Everlasting Punishment." Sunday School 10 a.m. Wednesday Evening 6 p.m. Reading Room No. 21 Nanjing Road, Room 71, open daily except Sunday, 10.30 to 12.30.

**Service for English-Speaking Chinese.**—At St. Paul's Church, Shantung Road, at 4.00 p.m. Address by very Rev. A. J. Walker, M.A.

**Sunday Service League.**—Rev. E. Morgan will speak at 5 p.m. in the Martyr's Memorial Hall. A special chorus will be rendered by the Sunday Service League Choir.

**American Song Service.**—Mr. E. J. Andersen of the Shanghai Baptist College will address the American Song Service at 5 p.m. in the Palace Hotel. There will be special music.

## Morale Invincible

The Fighting Spirit is the Reason Why France, England, And Italy Are Unconquerable in The Decisive Battle

By Stephane Lauzanne

(Editor in Chief of Le Matin de Paris)  
LET us go back two years—to Verdun.

On February 25, 1916, after a furious though brief bombardment the Crown Prince's troops, in dense masses, hurled themselves upon Verdun. Everything bent before them. In forty-eight hours they smashed through all resistance to a depth of nearly eight miles and began to scale the cliffs, supposedly impregnable, which command the Woivre plain and the banks of the Meuse.

On that 25th day of February a sensational communique announced that "in the presence of the Emperor and King the Brandenburg regiments have stormed Douaumont, the corner-stone of the principal line of Verdun's permanent fortifications." The communique added that the fort was "solidly held by the Germans." Another announced the capture of 30,000 prisoners, 200 cannon, and great quantities of war material. By the Kaiser's order a holiday was granted to all German school children, flags covered Berlin, the church bells pealed forth, the public buildings of the big German cities were illuminated.

Enthusiastic eulogies resounded like flourishes of trumpets in the German press. "What we are going to obtain," wrote a certain General von Blume in the Muenchener Neueste Nachrichten, "is the final decision of the war." And Major Morath, in a paroxysm of delirium, exclaimed, in the Berliner Tageblatt: "No, we are not dying to impress the neutrals. Our aim is clear and simple: it is the destruction of the French armies; after that, Lord Northcliffe, will come the destruction of the English armies." Finally, above all the voices of the valets, arose the voice of the master—the Kaiser, addressing the attacking forces, cried: "The enemy is giving way! The end is coming!"

That is what we see if we look back two years. That was the first act of the drama. We know what the others were: we know how the hordes were stopped; we know how a rampart of breasts and of cannon arose in the path of the rushing flood and withstood for four months its repeated assaults; we also know how all the lost ground, all the stormed forts, all the captured hills, were retaken one by one. Blood and corpses—that is all that remains of the battle fought in the presence of the Emperor and King, of the battle heralded as final and decisive, of the battle begun amid the peals of church bells, on the holidays of joyous school children.

The past vouchers for us for the present and the present vouchers for the future. The gigantic battle of Picardy will end as did the gigantic battle of Verdun.

At this tragic hour of our life I might marshal statistics, proofs based on arithmetic. I might recall how France, which in 1914 was beginning to make only about 150,000 shells a day, now makes 300,000. I might remind people that in 1915 there was still a shortage of heavy artillery. I might compare the 30,000 prisoners taken in eight days before Verdun, on a front of attack of twenty miles, with the 50,000 prisoners claimed by the Germans in Picardy on a front of eighty miles—four times as long. I might harp on the fact that the allied front has been bent, but nowhere broken; I might say that our great armies of maneuver have scarcely got

into action; that these armies, tempered by four years of war, are the best that have ever trod a battlefield. But I will sweep all that aside because it is only secondary.

There is an element that sways arithmetic figures from afar, that controls all strategic plans, all the power of war material, all the making of shells. It is morale! It is the fighting spirit.

"Beaten in war," said the great Napoleon, "is he who admits himself beaten." The Allies are not only not beaten and do not admit themselves beaten, but are inspired by faith in victory that never was greater, nor deeper, nor grimmer. Never was their morale better. Never has their fighting spirit flamed forth more ardent or pure!

People speak of the miracle of the Marne. What nonsense! Again I see, as I write these lines, the long columns of our men falling back under the fire of a withering sun, over burning roads, in choking dust, and every officer and every soldier whom I questioned answered: "We don't know where we're going nor what we're doing, but we do know that we're getting them yet!" And a writer described that retreat in an immortal phrase: "Bodies," he said, "fell back, but not hearts!" The miracle of Verdun consisted in commanders who had not lost their heads and soldiers who had not lost faith in their commanders, in their own strength, nor in the beauty of their cause.

People have talked about the material defeat of the Russians. What a mistake! Read the tragic report of General Denikine, commander of the Siberian Army Corps, on the catastrophe of last summer: "I will turn out only too strikingly true, if we say: 'There goes one more brave fellow, for whom we must in the end, and the sooner the better, substitute one of our own brave boys. Mothers and fathers, we did soldiers, citizens all, do you not recognize that this view of this crisis is only too startlingly, too terribly in accordance with facts?'"

In all respects these battles along the front from Arras to La Fere, this fifty and more miles of horrid carnage, these lines involving a million and a half of men in a death struggle, and spelling out day by day and hour by hour, death or mutilation, in all probability, to a half million of them,

calmly set a date for the regeneration of this or that beaten army as a result of their sending it engineers, experts, sold, and munitions! You can give all sorts of things, export all sorts of things, but there are things that are not given and not exported—courage and faith, and the will to die and triumph!

That will be preserved intact by France, England and Italy—and it will prevail!

On the issue of the battle now raging depends the fate of the world. The world will either be free or enslaved. As for France, she has made her choice; rather will she die than live in a degraded world, ruled by savage beasts who form what today is called the German Empire.

To fight Germany, France will sacrifice the very last of her sons; when she has no more men, the women will rise up; when there are no more women, the children will rise up; when there are no more children, the dead will rise up!

Yes, France has made her resolve to live in freedom or die! And France will live!

## 'Crisis Our Very Own' - By George T. Ladd

By George Trumbull Ladd  
Professor Emeritus of Philosophy,  
Yale University.

IN some of their most important aspects the terrific battles now raging along the whole western front from Arras to below La Fere resemble those which were fought about Ypres in the earlier period of the war. There is the same modern Nebuchadnezzar and his boasting Generals hurrying in massed formation his obedient subjects, with seemingly ruthless disregard of their destruction, against the devastating fire of the enemy's machine guns and cannon. There is the same superiority in numbers of troops and weight of artillery, on which solid reliance might with good reason appear to be placed. There is the same God—with little or no improvement in moral character—in whose "unconditioned alliance" unshaken confidence in a "German victory" may securely repose. Already the same shouts of such a victory are being sent to the rear, and are having the expected results in cheering the hearts of the Teutonic allies and in encouraging a more open renewal of German propaganda in neutral lands.

On the other side we see the same splendidly strong but quiet trust in the rightness of their cause; the same efficient but unexpressed contempt for mere superiority of numbers; the same steady endurance of primary disaster with confidence in the final issue; the same willingness of the smaller units to sacrifice themselves to the safety of the whole—all of which qualities have characterized the forces of our British allies from the retreat to the Marne down to the present time. All these memories encourage the hopes in us, which still remain, in the stout heart of the British Nation; hopes that this more tremendous and appalling crisis will end as did that which passed with the conclusion of the battles about Ypres.

But with us in America there is a tremendous difference in our attitude as a people toward these two crises in the grand history of this war. There were a few of us even then—and we are now not ashamed, but rather proud to recall that we belong to the good few—who had thrown to the winds the call to a studied neutrality; had, in some sense, already surmised the supreme issues at stake; and were ready on the spot to commit our property, our lives, and our sacred honor, as a united American people, to the cause of the Entente Allies. We had no doubt from the first as to where the right was, and on which side were our interests and the most precious interests of the freedom of mankind. We thought we saw where the progress of a truly valuable culture, and the progress of a truly Christian practical civilization, lay; and we earnestly desired to have our country see things in the same way. If the country had done this at the time of the crisis introduced by the battles of Ypres, or even some time later, there is little doubt that the war would have been over, ended by the defeat of the Pan German movement, some time ago.

During that earlier crisis the hearts of these few were carried in their mouths, and their very breathing was scanty and labored, as they watched the line of battle away back and forth, lest the German hordes should smash and gas their way through to the sea. But the American Nation looked on with comparative indifference. They had not yet learned to comprehend, what the war meant, they did not sense the critical nature of the battles about Ypres, the vast importance of the question immediately at stake—whether the German or the Belgian and British forces should control the sea-coast of Northern France.

The case is, how different, at the present hour! The heart of the nation in its mouth, in its body of the true people is holding its breath until it can see how this crisis is to be passed. For the crisis is now accepted by all as a crisis. The line of battle, fighting so gallantly a retreating action, is our line of battle. Every gallant British soldier who falls in this gigantic struggle, or is taken prisoner, is one more lost from our army. Indeed, it will turn out only too strikingly true, if we say: "There goes one more brave fellow, for whom we must in the end, and the sooner the better, substitute one of our own brave boys. Mothers and fathers, we did soldiers, citizens all, do you not recognize that this view of this crisis is only too startlingly, too terribly in accordance with facts?"

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before the crisis is determined, is the cup which German Kultur, with its incomparable arrogance and ruffianism, its brutal philosophy and brutish lust for wealth and power, is holding to our lips! And we have got to drink it, whether we will or no. A few days now will decide how far below the surface lie the depths which we must drain. But nothing is surer than that the crisis is our very own. It is a desperate Germany, our sworn foe, grappling with our retreating, determined friend; and the stake is the conquest of the world in which we all must live.

Of late there have been assertion and denials that France has already suffered the fate which Germany assigned her at the beginning of the war—and, indeed, has for a whole generation been planning to bring upon her—and is "bled white." Such figurative talk, when first employed, stirs the imagination, but it soon palliates upon the judgment, if it does not become a bore, and misleading. France is still fighting gallantly and undismayed, but somewhat desperately; on; but it cannot rise under its present burdens to a much higher degree of efficiency; and it is calling loudly, and almost piteously, for our most instant and extreme possible aid in every possible way. In a lesser degree the same things are true of Italy. The help to be expected from Belgium and Serbia is extremely limited, is almost nil, and destined to decline. Russia and Rumania are burdens—the former likely to become intolerable, if it is not promptly and firmly dealt with—rather than allies on whose assistance we can depend. Jealousies and mistrust—in my opinion distinctly unworthy of us—are hindering the fuller enlistment in our cause of Japan, the only one of our allies upon whose resources little draft has already been made. There remain Great Britain and her colonies. We cannot readily say that this empire of republics is ever quite exhausted; nor even how near exhaustion it has come. It may repair the wastage of men and ammunition which this crisis, no matter how unfavorably it terminates, is sure to involve. It may possibly add one or two hundred thousand more in the near future to the millions of men it has already placed along so many battle fronts both east and west. And, thank God its fleet of battleships and ours need not fear the Germans by land or sea, if only the Germans can be kept away from the sea-coast of Northern France.

But, summing up all the resources enumerated thus far, they do not begin to be adequate to hold back Germany and its allies, when released from all anxiety on its eastern fronts and fired with temporary successes, or rendered desperate by the exigency of its own demand to bring the war to a speedy end in a truly "German victory," since its "fake" offers of a "German peace" have been so properly rejected with distrust and scorn.

What follows, then, from this view of this crisis, as taken in the light of the most obvious facts? The burdens of every sort, if the world is to escape the domination of the house of Hohenzollern, and a Prussianised Germany, and a Germanised Austria-Hungary, Turkey, and Bulgaria, must continue to fall more and more heavily on us. Therefore, I repeat: "The crisis is our crisis; the British line of battle is our line of battle; the soldiers that are falling are our soldiers; because they are soldiers for every one of whom we must sooner or later substitute one of our own boys."

There has been much criticism lately of certain public confessions of our own wrongdoing, and that of our British allies, in matters of foreign relations, where craft and greed have been dominant as controlling motives, and methods in all of which we have borne more or less resemblance to modern Germany. There can be no doubt that such confession is in a measure, though in no adequate measure, up to the standard required by the Pan Germanic Kultur, true to the facts; and there is as little doubt that some of it was intended in the interests of a higher moral spirit in our conduct of the war. But the confessions merited the rebuke they received, perhaps; because they were untimely and sure to be misunderstood.

There are confessions, however, which we as a nation, could not make, though, although painful and, like all confessions of deficiency and sin, fruitless for the effort to alter the past, they are good for the purifying of the soul and clarifying to the eye of judgment, and, above all, fitted to increase the sense of responsibility, to strengthen the purpose, enlighten the mind, and stiffen the hand that handles the sword of justice, to do better in the future. If silently and quietly in our own hearts, let this crisis remind us of them.

The confusions to which I refer are of two classes. One class refers to our attitude toward Germany and its allies in respect to its initiation and conduct of the war; the other class refers to the words of the "Hints for Speakers," issued in "Bulletin 2" of the Committee on Public Information. I do this the more willingly because it seems in this form to embody a much-needed and dignified confession on the part of our Government, as well as a much-needed and probably not unwelcome confession on the part of the body of the nation.

Germany invaded Belgium—We held our peace.  
Germany dealt in frightfulness—We held our peace.  
Germany exalted ruthlessness—We held our peace.  
Germany slew women and children—We held our peace.  
Germany promoted massacre—We held our peace.  
Germany enslaved captives—We held our peace.  
Germany sunk the Lusitania—We held our peace.  
Germany set spies among us—We held our peace.  
Germany plotted within our gates—We held our peace.  
Germany intrigued against us—We held our peace.  
Germany fomented strife among us—We studied forbearance.  
Germany destroyed our goods—We swallowed our indignation.  
Germany murdered our citizens—We choked down our wrath.  
Germany broke solemn promises—We clung to shattered faith.  
Germany at length loosed war on us and on all neutrals—Then we saw the only way out was to go through.Beset by war—The United States fights for world peace.  
But, further, this fearful crisis imperatively demands that we should lay before the conscience of the United States, Government and people, the question: How far the crisis itself and all its issues of slaughter and loss are the result due to our criminal state of "unpreparedness"? This state, as it existed up to the beginning of the war, had reasons which explain if they do not wholly justify it. We were constitutionally opposed to the support of a large standing army. We were on the whole laudably devoted to the eager pursuit of the industries of peace rather than to preparation for war, to be thrust upon us from without, albeit with no small sacrifice to the virility of our manhood, and with no small damage to the essential truth of our ideas of morality and religion. But we had so little care for and insight into what Germany was diligently preparing for the world and our coming enlarged part in its transactions. If any considerable number of the people, or even of the leaders of the people's thought, had fallen upon Andre Cheradame's book, "The Pan-German Plot-Exposed," it is likely that they would have regarded anything so politically, and particularly so immorally monstrous, as beyond the limits of credibility.

The important and imminent duty, is to set our faces toward the future, after having once for all, with humiliation and shame, faced the facts that are in the past beyond recall. And this we must do in at least the following three ways:

First of all, we must demand of our President and of our Government in all departments and operations bearing on this war the highest possible efficiency, utterly regardless of personal preferences, partisan considerations, the necessity for humiliating confessions of mistakes in the past, and the sacrifice of even a reasonable pride in past achievements, if these are to be employed in any manner or degree to cover up or atone for past deficiencies and mistakes. It is no apology for the quite complete failure hitherto of our airplane service of construction to point to the fine spirit of the young men who have volunteered to enter this branch of our army. It does not satisfy the complaint that excessive tolerance is accorded to those who are openly or secretly obstructing the work of the Government to have it pointed out how splendidly tolerant has the whole body of the people been to the policy of conscription. The slogan, "Leave it to the President," must be insistently interpreted as advice to the President and to Congress to "leave it to the men who know."

There is no doubt that our official class, civil and military, has been filled up with numbers of little men. But the nation is full of big men, experienced, trustworthy, and sincerely and intensely patriotic. Why should we be lacking in shell, or airplane motor of the most satisfactory and newest pattern, when we have been, and still are, making them for foreign Governments by the scores of millions of dollars' worth? Let the red tape be cut, let partisanship be banished. Let motives of personal and blood relationship be disregarded. And so let the boundless resources which certainly exist in this country, and which the people are ready to offer as soon and as long as they can be sure that the best use will be accorded them—of energy, wisdom, and devotion—be made wholly available.

It may not prove a bad thing that a shell exploded so near our well-meaning and faithful but hitherto inexperienced Secretary of War, since he was not at all injured by its fragments. It might not be a bad thing if some gun with a range of 3,000 miles should send a shell or two to explode in the very center of Washington. It could be taken as an example of what his Satanic Majesty William II. promised our Ambassador would take place as the sequence of a "German peace" following a "German victory."

But, second, if we really want to win this war, we must frown down and suppress all kinds of what is known by the odious name of "pro-teen'ng." The country is asking today why the price of steel and copper and wheat is to be so carefully regulated, and why the products of cotton and wool out of which the clothing for our soldiers, the stuffs from which the women—yes, and men, too—are knitting the soldiers' socks and their sweaters, and the dressings made by the million pieces for their wounds, are allowed to soar so high. Is there administrative obolence to King Cotton, and are the same men to be shielded as they reap the same

(Continued on Page 11)

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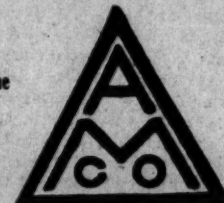
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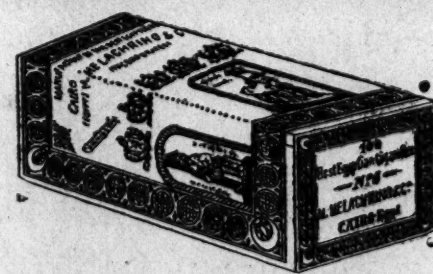
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## Bringing Up Father



By George McManus

Love, Home and Table Topics  
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Daily Home Magazine Page

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## Women's Position Improved In France

The way in which the position of women has altered for the better during the war, is the subject of an article in *Le Journal* by Helene Miropolsky, advocate at the Paris Court of Appeal. In a few years, feminism, she declares, has made the advance of half a century. Only yesterday woman's suffrage was discussed on a purely theoretical basis, while today the position has been won, and the English House of Lords, a bulwark of conservatism, had sanctioned the inclusion of a

large section of women in the electorate. In America the State of New York had adopted woman's suffrage and in France, owing to her tradition and temperament, was behind them, she was, all the same, moving slowly in the same direction, while some of her well-known public men were publicly pledged to bring woman's suffrage to pass. It seemed a curious paradox, she writes, that the war should have so increased the prestige of women. When, at the beginning of August, 1914, the men had depart-

ed in a mass for the frontiers of the country, it seemed as if the women had become less important, having, apparently, little to do but to stay at home with their anxieties and sorrows, and yet this same war had done more to promote the social equality of the sexes than 50 years of propaganda.

The reason of this, the writer considers, is that the war has tended to become less and less a matter of pitched battles and more and more a struggle between economic and industrial, as well as military forces; a gigantic duel between collectively organized nations in which women have had an eminent part to play.

While men had sacrificed their all on the battlefield, the industrial and agricultural labor of the women had maintained the armies, and spared the country that crisis of production which would otherwise have been disastrous. It was difficult to calculate the exact extent to which women's work had supplemented that of men in the country and in the retail trades of the towns, but on the other hand the new industries, and above all the munition works, had raised up an army of women workers whose achievements could be estimated. This army had developed with a wonderful rapidity. In 1915 it was still in its infancy, by the end of 1916 it numbered 300,000 women, and by May, 1917, it counted

684,000 workers in its ranks. If, to this number were added the 150,000 women employed in the different war administrations and the 32,000 employed on the railways, without counting those working on the omnibuses, trams and underground, it would be seen that approximately half a million women had been added to the ranks of the nation's workers. This revolution implied an immense change in the life of the nation; the war, generally speaking, had liberated women. It had set them free from certain ancient prejudices by opening to the callings hitherto closed against them. How surprising, Helene Miropolsky exclaims, to find that they possessed an almost unlimited capacity for adapting themselves to new conditions! Among the advantages of this experience the writer hopes that the disappearance of starvation wages for women may be chronicled, but above all their participation in the general work has brought them into closer unity with the life of the nation and with what she calls the great rhythm of public life. On the other hand she considers that the welfare of the children has been compromised, not to had raised up an army of women workers whose achievements could be estimated. This army had developed with a wonderful rapidity. In 1915 it was still in its infancy, by the end of 1916 it numbered 300,000 women, and by May, 1917, it counted

prolong the war, but may even shorten it.

The hour demands the service of every man and woman, of every youth and maiden; I had almost said, of every child. When the world is at war, only a fool waits to see the thin curling of smoke break through his own roof-tree. The war in which we are engaged is Armageddon, not the Armageddon of an insignificant Jewish tribe, but the Armageddon of Revelation. "For they are spirits of demons, working miracles, which go forth unto the Kings of the whole world, to gather them together unto the war of the great day of God the Almighty." But to make the distinction which the Archbishop of York made so finely in his speech in New Haven: We do not, like our enemies, appeal to God as our unconditional Ally; we appeal to God as our righteous Judge.

## The Irish Guards

By Rudyard Kipling

Queen Alexandra, accompanied by Princess Victoria, was present at the Empire matinee on March 18, organized by Lady Paget in aid of the Irish Guards' War Fund. The chief novelty was the recital by Mr. Henry Ainley of the following poem, entitled "The Irish Guards," specially written for the occasion by Mr. Rudyard Kipling:

We're not so old in the Army List,  
But we're not so young at our trade,  
For we had the honor at Fontenoy  
Of meeting the Guards Brigade,  
'Twas Lally, Dillon, Bulkeley, Clare,  
And Lee that led us then,  
And after a hundred and seventy years  
We're fighting for France again!

Old Days! The wild geese are  
flying  
Head to the storm as they faced  
it before!  
For where there are Irish there's  
bound to be fighting,  
And when there's no fighting,  
it's Ireland no more!  
Ireland no more!

The fashion's all for khaki now,  
But once through France we went,  
Full-dressed in scarlet Army cloth—  
The English—left at Ghent.  
They're fighting on our side today  
But before they changed their  
clothes.  
The half of Europe knew our fame  
As all of Ireland knows!

## 'Crisis Our Very Own'

(Continued from Page 10)

magnitude of profits which they used to enjoy under Schedule K?

It is not the great corporations alone or chiefly, however, who are now guilty of this odious crime. The name applies to the miners and carpenters and railroad employees who are ready to take advantage of the distress into which they can bring the nation by idleness, or forcing exorbitant wages, or slackening their speed in work. It applies to the farmers who are hoarding their potatoes when the people are bidden with entreaty to convert them into bread, or feeding their wheat to the hogs when it is so sorely needed for the men who are fighting their cause, and the cause of a world's righteousness, on the other side of the sea. It applies to the bakers who diminish the loaf unduly while they raise its price, and to every riveter who does not strike as many and as heavy blows per hour as his strength permits.

But, finally, is it not plain, now that the plans of Germany and her allies stand so clearly revealed, that there can be no further talk, or even thought, of a peace gained by compromise or by yielding one inch of vantage ground to the desperation shown in the battles now raging along the western front? Against a "German peace" as procured by a "German victory" we must set our faces in a yet more determined and inflexible way. To proclaim such a peace is to be a traitor not only to one's country but to humanity at large. Even to whisper that blessed, that adorable, word in such connection is almost akin to blasphemy. There must be another kind of peace following another kind of victory. And, dreadful as it is to say, or even to think in one's heart, the only peace which the world can accept must be won on the battlefield—that is, must be won by going on unflinchingly with the killing of our sadly misled and deeply guilty but unrepentant brethren of Germany, Austria, Turkey and Bulgaria. I mention them all as subservient in the same category, for in the same category they actually are. And doubting in no long time we shall have practically to acknowledge this truth. We shall have to say to our allies: "We are altogether ones with you: we surrender every sign of aloofness: your enemies are our enemies and your friends are our friends." And, indeed, if this war keeps on much longer, it is not unlikely that that will be which ought to be: there will not be a truly neutral nation in the whole world. If we brace and gird ourselves, and hasten preparation in all these ways, we may face the crisis brought

on by the battles now raging along the entire front from Arras to below La Fere with the same splendid calm confidence which still animates our British and French allies, who are fighting them in our behalf. But we must also face the certainty that what of burdens and losses follows this crisis will fall ever more heavily upon us. Are we going to take it all on our shoulders and stand up to it? Our army, than which for morale, courage, and promise there never was a fairer one, says yes. The great body of the people is coming to say yes, with an increasing intelligence as to the issues involved and with a stiffening firmness of will. The people will stand by the Government to the limit, if it, too, says yes; and then confine its verbal affirmative by a correspondence in action. If so met, this crisis may not

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## CARGOES UNLOADED TO INCREASE CRAFT TO CARRY SOLDIERS

Britain Rushes Vessels From  
Every Port In Two Oceans—  
Sailing Ships Will Replace  
Steamers Along Coasts

By Herbert Bayard Swope

Washington, April 3.—Every available bit of steam tonnage afloat on both the Atlantic and the Pacific is to be forthwith employed for the transport of troops to France. Exports are to be cut to the bone; food supplies are to be restricted to the absolute minimum; passenger traffic to be eliminated except where the case is one of imperative urgency, and every other possible means to enlarge the volume of transportation for military purposes to be employed.

**To Use All Steamers**  
Greater volume is to be gained by the utilization of all available craft and greater speed is to be gained by reducing the time of the journeys through quicker embarkation and disembarkation so as to reduce the round trips in length.

So far as is possible, all vessels used in coastwise and other domestic trade will be put in the transatlantic military service, and in many instances they will be replaced by sailing vessels. Steamers are to be brought from the Pacific Coast and used for troop transports.

The Shipping Board is now negotiating for ships of other nationalities, which, in addition to the tonnage we are to get from Japan and new tonnage that is being seized by the Government, will considerably augment the number available.

One highly important factor in saving the situation is to be supplied by Great Britain, who, to bridge over the emergency, is to send America many of her big troop transports. She is sending vessels from her home waters and those of her colonies, including Canada, and from every port along the Atlantic seaboard from Canada to the Gulf of Mexico there will be a constantly growing flow of men to the battle-field.

**Amazed At Progress**  
The matter of supplies is of less importance. The prime essential is men—the other matters can be taken care of later. Every energy is being bent to making good President Wilson's assurance to France and Britain that he would answer their call. The manner in which it is being done already has occasioned astonishment among the military men of both nations, who are in Washington, and who have learned that America goes best when she goes under a spur. The need must be shown before the demands can be fully met, and it has been shown by the Picardy battle, which has come nearer to bringing the war home to America than almost any other incident that has arisen since our entrance a year ago.

Many ships already loaded have discharged and are discharging their cargoes so they might be fitted for troop transportation. Passenger vessels that heretofore have been but little used in this purpose, are now being employed to their fullest capacity.

Through the fine tooth combing process that has begun new tonnage is being brought out each day. Methods of loading have been simplified to such an extent that there is today a 30 per cent decrease in the time required as compared to a few months ago, and there has been a corresponding decrease on the other end.

### Baker Working Abroad

Secretary Baker made the matter of reducing the time of transportation one of his missions abroad and reports received in Washington show that he has succeeded in his errand. The determination of the President to permit nothing to stand in the way of vast increases in the numbers of outward bound troops was first told last Saturday. At that time it was said that Secretary Baker's estimate of the possibility of a million and a half men in France in 1918 would be materialized. Each day's developments, bringing new and substantial progress, tends more and more to confirm this prediction.

The employment of food ships for the transportation of troops does not mean that Britain and France will be called on to face starvation, but it does mean that their requirements for the time being, must be reduced. Such ships as are to become available for the movement of foodstuffs will be first needed for the support of our armies; thereafter the civilian populations will be taken care of. The schedules have been arranged in such a way that new supplies will be ready before actual want appears among the Allied peoples.

### Optimistic About Battle

From the redoubled energy with which the task is being attacked the conclusion is not to be drawn that the War Council regarded the situation existing today as being critical. On the contrary, there was a feeling of optimism, based on the belief that the Germans have been checked, but it was decided to have as great an American strength as possible on the front in the shortest time possible, so that the Allies might be ready for a further German offensive, or for an advancing movement of their own.

## INSTRUCTIONS ARE GIVEN TO CONVERT BOND ISSUES

These Steps Necessary To Turn  
First And Second Liberty  
Loan Bonds Into Third

Information of value to holders of United States Liberty Loan bonds is contained in the following resume of the circular issued by the Treasury Department. The summary was courteously compiled by Mr. George M. Smith, of the International Banking Corporation, who handled the Third Liberty Loan applications for that institution. It gives succinct instructions regarding the conversion of First and Second Liberty Loan bonds into the Third Loan.

According to a United States Treasury Circular which appeared in the Commercial and Financial Chronicle, New York, under date of November 3, 1917, all holders of First and Second Liberty Loan bonds may convert their holdings into Third Liberty Loan 4½% bonds at any time before November 9, 1918, under the following conditions: The Third Liberty Loan bonds are unconvertible into bonds of future issues.

The Government first ruled that all First Liberty Loan bonds must be converted if at all into Second Liberty Loan bonds not later than May 15, 1918, provided future bond issues were not made at a greater rate of interest than 3½%, but in view of the fact that the Third Liberty Loan bonds bear 4½% interest, the holders of First Liberty Loan bonds who did not convert them into Second Liberty Loan bonds before May 15 of this year will have the privilege of converting them into Third Liberty Loan bonds on or before November 9, 1918.

### Method of Effecting Conversions

The holders of all First and Second Liberty Loan bonds who desire to have them converted into Third Liberty Loan bonds must surrender their bonds to the Treasury Department in Washington or to any one of the twelve Federal Reserve banks in Boston, New York, Philadelphia, Cleveland, Richmond, Atlanta, Dallas, St. Louis, Kansas City, Minneapolis, Chicago or San Francisco, together with a request for conversion filled out on one of the two forms which follow. To effect conversions of registered bonds of the first two issues, owners must assign such bonds for transfer to the Secretary of the Treasury by duly executing the form provided for that purpose on the backs of the bonds in accordance with the detailed instructions thereon set forth. The Government will require the holders of First and Second Liberty Loan bonds who convert them into 4½% bonds to make an interest adjustment payment in addition to the United States must be made in cash or by Post Office or express money order, bank draft, or certified check collectible without exchange at the place where conversion is to be effected, and payable, if the conversion is to be effected at the Treasury Department in Washington, to the order of "Treasury of the United States Liberty Loan Conversion Account," or if conversion is to be effected at a Federal Reserve bank, payable to "Federal Reserve Bank of (here insert name of city) Liberty Loan Conversion Account." No other forms of payment will be accepted. Such payments to the United States to cover interest adjustments are necessary to reimburse the United States for unearned interest which will be received by the bondholder either upon collection of coupon or registered interest at the next interest payment date. The bondholder who thus makes this interest adjustment to the Government will get his money back on the nearest

interest payment date. For example, if coupon bonds of the First issue are converted into 4½% bonds on January 15, 1918, holders thereof on June 15 would be entitled to interest at the rate of only 3½% from December 15 to January 15, though at the rate of 4½% from January 15 to June 15. But as such holders will receive 4½% bonds of the Second Loan having attached thereto coupons for interest at the rate of 4½% per annum from December 15 to June 15, payment must be made to the United States of the difference between interest at the rate of 3½%, which is all holders are entitled to from the period from December 15 to January 15, 1918, and interest at the rate of 4½% per annum, which such holders will receive for that period upon the collection of coupons maturing June 15, 1918. The reason for paying interest to adjust interest upon registered bonds is similar. The same reasoning applies when either the First or Second Liberty Loan bonds are converted into 4½% bonds of the Third Loan.

The First and Second Liberty Loan bonds, and presumably the Third issue, although no definite information has thus far been received in Shanghai on this point, shall be exempt both as to principal and interest from all taxation now or hereafter imposed by the United States, any State, or any of the possessions of the United States, or by any local taxing authority, except (a) estate or inheritance taxes, and (b) graduated additional income taxes, commonly known as surtaxes and excess profit taxes, and war-income taxes, now or hereafter imposed by the United States, upon the income or profits of individuals, partnership, associations or corporations. The interest on an amount of bonds of such issues the principal of which does not exceed in the aggregate \$5,000 shall be exempt from taxes provided for in clause (b) above.

### Incompletely Composed Bonds

Holders of First and Second Liberty Loan bonds who have noticed that their bonds have not all the necessary coupons attached will be glad to know that the Government put them out in this form to allow sufficient time for

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the engraving of the bonds with a complete set of coupons attached, and all holders of Liberty bonds who have received their securities with an incomplete set of coupons should send their bonds in to Washington on or after the maturity of the last coupon and obtain a new bond or bonds having coupons attached thereto covering semi-annual payments from the date of maturity of the last coupon to the maturity of the bond itself.

Provision will be made by the Government for the interchange of bonds of different denominations and of coupon and registered bonds, and for the transfer of registered bonds from one person to another, without charge by the United States, and under rules and regulations prescribed by the Secretary of the Treasury. This means that holders of coupon, or bearer bonds of either one of the three Liberty Loan issues who desire to have their bonds registered in their name in Washington may do so by

forwarding their bonds to the Secretary of the Treasury who will exchange the coupon bond for a registered bond. In view of the tremendous demands now being made on the Bureau of Printing and Engraving in Washington by the issuance of all these Liberty bonds, and the fact that the Government could not even print the first bonds complete with all coupons attached, the Secretary of the Treasury very probably would prefer that all holders of bearer bonds retain them for awhile yet before sending them in for registration.

The following forms are those prescribed by the Treasury department for sending in requests for conversion of Liberty Loan bonds. The first form is to be used only in the case of coupon bonds, while the second is only to be used for the conversion of registered bonds.

**Request For Conversion of Coupon Bonds**  
To the Secretary of the Treasury:

According to the terms of Treasury Department Circular No. 53, dated Oct. 19, 1917, the undersigned herewith presents and surrenders \$\_\_\_\_\_ face amount of coupon bonds to the Liberty Loan and requests that the same be converted into an equal face amount of United States Third Liberty Loan Bonds.

Upon conversion of such certificates, delivery of such 4½% Third Liberty Loan bonds is requested in the denomination of \$\_\_\_\_\_ each, in (registered) coupon form.  
Signature in full \_\_\_\_\_  
Address, number and street, \_\_\_\_\_  
City or town, \_\_\_\_\_  
Country, \_\_\_\_\_

The execution of the above form is all that is required if coupon bonds or interim certificates are surrendered for conversion on or before December 15, 1917, but if surrendered after that

date payment to the United States must be made to adjust interest.  
**Request For Conversion Of Registered Bonds**  
To the Secretary of the Treasury: According to the terms of Treasury Circular No. 53, dated October 19, 1917, the undersigned herewith presents and surrenders \$\_\_\_\_\_ face amount, of United States Liberty Loan bonds duly registered in the name of the undersigned, which the undersigned has caused to be duly assigned for transfer to the Secretary of the Treasury, and the undersigned requests that said registered bonds be converted into an equal face amount of Third Liberty Loan 4½% bonds.  
(In order to adjust interest a sum of money should be enclosed with such request, and should be sufficient to cover the charge).

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## STUDY OF GEN. FOCH, MAN OF THE HOUR

His Success Based On Cold Reason, Lightning Decision, Calm Temper

HE INSPIRES CONFIDENCE

Years Of War Have Not Dulled His Initiative—A Philosopher And Churchgoer

By Charles H. Grasty

Paris, Saturday, March 30.—It is probable that the statement that Foch is the greatest General developed by the present war up to date would be less contested by military men than the same statement about any other single officer in any army. He is a General whose glory has shone steadily since before the Marne. Under all administrations and in all circumstances he holds his place.

I have often seen him, and once or twice chatted with him at the French War Office. French Generals are very democratic, even more so than our own Americans. Foch and Petain especially embody the French democratic tradition. When I went to Foch's office to interview him a few weeks ago it was not necessary to spend any time finding out how he would receive me or how far I could go in plumping questions at him. I was at home from the first minute. The aid who took me in assured me that the most I could expect was two words, but they would be pregnant ones. I played in luck. I went a quarter of an hour ahead of time in the hope that I might find the General free, and sure enough he asked me right in.

I began immediately with my questions which the aid put into French, giving me back the answers in English. I think General Foch must have wanted to talk that morning, and on the very questions I had put down on my paper to ask. His answers were not only prompt, they were eager. Between the asking of questions and the answering of them and the translation we went at a gallop. The subject matter was exhausted before my time was up.

The General went to the door with me, shook hands, and said good-bye. My feeling as I left was one of triumphant confidence.

"How can we lose with the greatest workman in the business holding such convictions?" I thought.

The aid wondered at the General's opening up as he did.

"It is unexampled," he whispered.

"He must have been feeling very fit indeed this morning."

Secret Of Foch's Success

What is the secret of General Foch's success in this war? I have asked many people in his entourage, and have boiled down the information into the following heads.

First, he submits everything to cold reason.

Second, yet his decisions are lightning-like and bold.

Third, his zeal and energy are great.

Fourth, he has an even temper.

Fifth, he inspires men and commands them.

General Foch was an authority on strategy before the war. He was Director of the war school, Clemenceau put him there while Prime Minister. It was considered a pretty sporty thing for Clemenceau to do, seeing that Foch was a devoted Catholic.

When the war started Foch was at Nancy at the head of the Twentieth, known as the "Division of Iron." It was the best command in the French Army. The Twentieth was wiped out, or, at least, the original soldiers were all killed. Their successors were just as good. This famous corps always had the place of honor.

Foch was not long in getting an army to command. A world war suits his style and develops his abilities. He is never at a loss because he sees every situation in military terms. His bringing order out of chaos in Italy was as fine as his victories on the Yser. He is at his best in an emergency and nearly four years of war has not affected his initiative and energy.

Famous Saying By Foch

He is not only a military expert, but also a philosopher. Among his battle sayings is a famous one: "The battle is never lost until its loss is admitted."

One of his despatches reads "My left wing is broken, my right wing is crushed; we are attacking in the center all along the line."

When Joffre sent Foch the insignia of the Grand Cross of the Legion of Honor the latter said to the officer who acted as a messenger: "That is very nice, but I'd rather have the bridges over the Marne."

After the battle of the Yser he said: "When our line held there I knew that if we did not make too many mistakes we had won the war."

General Foch is counted as the most intellectual and diplomatic of all high officers. He has great vivacity and imagery. A story is told of him that a friend went into his office one day and found General Foch under the table while his aid sat at another.

The General was illustrating an account of a battle, and his getting under the table was a gesture to make his meaning clear.

When I heard this story I recalled some of Billy Sunday's methods of emphasizing his meaning.

General Foch is an ardent churchman, and goes to mass regularly. He lives in a small flat near his office, with his wife and two daughters, and goes out very little. Most of the great Frenchmen are homebodies and avoid society. He is a very careful driver and loves walking. He has no politics, but is patriot to his heart's core.

In this mixture of religious devotion with audacity and a stern sense of duty Foch reminds me of Stonewall Jackson. Nothing is too difficult for him to undertake. When there is an impossible job to be done they send for Foch. With all his determination there is nothing of the Bourbon about him. Although well over 60, his mind is open on every subject. In four years he has learned the science of war all over again.

Such is the man to whom has been assigned one of the greatest posts of leadership in the final struggle against the Germans.

## Lord Reading Sure Our Aid Will Win

(Continued from Page 13)

And they are our own. Every man of them is fighting our cause. Every man of them has died for our liberties. [Applause.]

"And it is that spirit, which I notice with so much gratification, that I have ventured to send some to my own people."

"Mr. President, I feel as if I ought to say to you that I have not made the speech, perhaps, which you expected. Will you forgive me for saying this, that the speech which I had intended to make I could not make? My mind has traveled for the last few days with all of our forces, with all that we hold dear in France. My mind is saturated with all that I have read and all that I have heard from there, I cannot speak to you of anything else but the struggle of the moment. I cannot address you upon any subject but the one which fills my thoughts. I believe, in truth, that I should be wrong if I attempted it, and I do feel that, in truth, I am right in speaking to you as I would speak to my own people if I were in England. [Great applause.]

Better Times Near

"It is very largely the welcome which you are good enough to give me, the real satisfaction which I believe you feel in my being here, that has tempted me to speak to you as I have done tonight. I have not attempted in any way to minimize the events that have happened. I believe it is right that we should recognize their importance, and that we should understand them, and while not exaggerated, that we should realize their full effect; but at the same time that we should not be dismayed. Today and this evening, Mr. President, the news we have received is an encouragement and shows us something of what is to happen next. [Applause.]

"I speak for my country when I say to you in conclusion that we have no fear, we have no doubt, we are not shaken in our faith, we are as resolute as ever, we are determined that, come what may, we will fight on as we are fighting for liberty—that, which is dearer even than life itself. [Great applause.]

"Together, Mr. President, you in America and we of Great Britain and the Allies can do so much, now that we are together, that no human being, however great his foresight can, in my judgment, measure it. I have stood from the first moment, staggered at the immensity of the problem when striving to picture to myself what you and we together can accomplish—you with your ideals, with your great traditions of liberty, with battles ever for liberty and for liberty alone—we with our traditions, with our past history, with our clarified visions, with our ideals, the same as yours. We can now walk with you in the path which all humans with great ideals would wish to tread."

"Together we can secure almost all that is worth having; together we can accomplish much that hitherto seemed impossible. Together we can work for liberty, for democracy; together we can always manage to maintain the peace of the world. In my view, Mr. President, there is nothing greater in the world's vision at the present moment than your great nation and mine assembled together, fighting for the common cause, shedding our blood together for the common ideal, determined, as we are, together to win a common victory, all struggling and striving with all our might and main, not for aggression of any country, not for any dynastic victory, not for one sovereignty being greater than another, but in order that we may still

continue together to pursue the path of peace, of justice, of liberty, that in the end it may be said that we with our allies have done that which seemed impossible—that is, we managed to secure peace for humanity and for the world." [Great applause.]

Governor Whitman called upon first to reply to Lord Reading, declared all present must be better men and better Americans for having listened to "the great speech of this great representative of a great country." He paid a warm tribute to Great Britain and particularly to her navy, which, he said, had kept America safe thus far.

"Privileged as I am," said the Governor, "to speak for this great State, with its population of 11,000,000, I want to say, as our toastmaster has said, that when the Federal Government asked us for 122,000 men, which was our quota among the States, we gave 164,000 men. Like all of the other States of this great country of ours, we could not keep them back. We will give the Federal Government 164,000 more, and still another 164,000, and if necessary we will give a fourth 164,000, and then we have not given proportionately as many men to the cause as England herself."

"Representing all of our people, I know that I can say truthfully that their hearts and their hopes go out to the heroes and the martyrs along that battlefield of fifty miles upon which the gaze of the world is centered tonight. We are with them heart and soul."

"As fast as it is humanly possible, our sons, too, are on the way, prepared, if need be, to make the supreme sacrifice, that England's holy dead shall not have died in vain."

Mr. Hughes, who followed the Governor said:

"I cannot look at our distinguished guest as an Ambassador of Great Britain alone or as having entirely abandoned the exalted functions of his judicial office. To me at this time he comes with the highest possible dignity as the exponent of the principles of English law and voicing the eternal sentiment of justice, that sentiment which underlies the institutions of Great Britain and our own. He comes here at this time representing the principles that is at stake in this vital struggle, for the question is in the ultimate whether force shall be the master of men or the servant of the spirit of justice that is within them."

"We extend a hearty welcome, but we are not here simply to voice a welcome—we are here to plight our faith. It is a time of anxiety which we cannot ignore, but it is a time not of that foreboding which palsies effort, a time of solicitude, but a time of inflexible determination, and every yard that the forces of German advance means that the end cannot be regarded as in the slightest degree uncertain, for with every foot of advance the determination of America

becomes stronger that there shall never be defeat for the sacred cause now committed to our keeping."

The lesson of this hour, and of all hours, is that the conflict between light and darkness is a conflict between men, and the victory lies with the men who are more resourceful, more courageous or more inflexible in their determination, always having in mind that as between two men with apparently equal resources, the one endowed with the sense of justice and imbued with a definite spirit of right, brings to the struggle an invincible character which no apparent equality of resources upon the other side can hope to match. This is the time for testing men."

"To my mind, the most significant thing about the great offensive that the Germans have launched is the fact that they thought it necessary to launch it. It is quite evident that the slow attrition of continued struggle in the manner in which it was being waged could not be viewed with complacency by the high command in Germany. The fact that it was necessary to resort to this unparalleled sacrifice of life is eloquent of conditions which made it necessary for this great gamble, with a sure loss on the part of the gambler."

First Duty To Kill Germans

Mr. Harvey began with praise for the fight the British Army is now making in France, quoting with full approval the President's recent message to Field Marshal Haig, but he soon turned to America's part in the war.

"We have acted, or have failed to act too long upon the fallacious notion that our belated entrance signalled an early ending of the war. Let us then provide at once for an army not of one million nor of two millions, but of five millions, as a minimum, and, so far as lies within our power in due time, of ten millions of men, and let us pay no further heed to either the terms or the time of peace. Let us make no more futile attempts to differentiate between Huns who command and Huns who murder. Let us put aside every compassionate thought and crush under heel every kindly sentiment. Let our one and only motto be: Kill Germans; kill them in the greatest numbers possible, and by every conceivable honorable means, not as fellow-beings, but as mad dogs who must be made to realize that they who take the sword must perish by the sword. It is the only way."

"We cannot all take places upon the battlefield, but there are things we can do. To my mind, I behold the situation in Washington, the chief menace at home is the injection of political partisanship. Practically all measures are approached from the viewpoint of personal ambition. Gentlemen, there ought not to be a Federal election this Fall. It is not necessary that there should be one. The matter is one wholly of arrangement and can easily be effected by the leaders of the two great parties if they will but face the situation in a generously patriotic spirit. It might not be feasible or proper to attempt to deprive the sovereign States of their chief prerogative, in the election of Senators, although even this could be done without possibly affecting the result with respect to many, but there is no practical or legal reason why

the present membership of the House of Representatives could not or should not be continued as it now stands. The popular branch is now and ought to be in harmony with the Executive. No conceivable advantage could accrue to the country from changing its political complexion."

"Certain members should be beaten, but their number is few, their names are known, and they are recognized through their acts of infidelity to the country which they dishonor. Against these the two great parties should unite and consign them to the oblivion and disgrace from which they never should have emerged."

"True, we must observe the form of an election, but there should be but one issue—loyalty to country, to civilization and to God. The plan is wholly practicable. It is inconceivable that the President would not welcome it. If the politicians should draw back, it would remain only for the people—by men such as you throughout the land—to rise in their patriotism and ardent desire to help to win the war, to compel its adoption. That is one thing, gentlemen, which you and those like you can do. Why don't you?"

Mr. Harvey closed with a plea for closer unity between the American people and the Allies and a tribute to Lord Reading as a lawyer and a diplomat.

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## Yaphank Bennie Fed Up On Bayonet Work

By Fraser Hunt

Camp Utton, Monday.  
Friend Barney: Well here I am back in old H. Company and maybe I am not glad to get back here. Last week you know I was Orderley and assistant to Major Bulgar of my battalion and although I guess he would be glad to have me stay there I'm done with this executive business.

It has really been five or six weeks since I done much work with my company, having been laid up for three weeks in the hospital after I fell and broke my left arm doing that night scouting duty and then I was here for only a few days when I was over with the Major for a week.

Well Barney old pal I wouldn't be the least bit surprised if we was to wake up some fine morning in the trenches of dear old France. About all you hear around here now is rumors of going across and since there is always smoke where there is fire they must be something to it.

After the class we showed skeptical New York in our big parade the other day, I guess we must wake up a lot of people and that includes the gov. at Washington. Of course I have not got nothing against all these birds who is now in France and they probably are doing the best that they know how, but if President Wilson is counting on having Thanksgiving dinner in Berlin he better hurry up draft boys with the big punch across.

We got our full equipment now and we wouldn't need more than a couple of hours of notice after we was sent for till we was ready to land on the boats. And oh boy when we do get over there, oh you French girls, oh boy.

But of course Barney I was just spoofing because Gerlie is the little old pal for me, unless of across I decide to settle down in France and live there after the war is over. I guess there must be an awful shortage in men over there and they would be a lot of rich dames and of course if a soldier could cop one off and never have to do more working it would be pretty poor stuff, eh Barney.

## Promises To Meet Gerlie

Tuesday.  
Dear Gerlie: What do you think Gerlie I will be in the big town with you Saturday night and we certainly will take the old town wide open—pictures, dance and then something to eat. Of course I have not spoke to my captain about it yet but I get about everything I want around here so I am sure I can pass o. k.

And another reason why we will play it big Gerlie is because we may be on the brim deep and old time now and you want get to see me again may be until we lick them Hunns and take Berlin, etc.

Well since winter is gone and spring is coming I would think that there would be a lot of the weaker sex in America who should ought to be ashamed of themselves the way they have acted about not sending any knit goods to the brave soldier boys. If I was a female and had not knit nothing yet I certainly would try to make up for it by making about 7 pounds of candy every week and send it to some soldier that I happened to be personally interested in.

Soldiers don't need knit sweaters now but they do need candy, etc. and if every woman in America would make a box of candy every week it would make the war end just that much sooner because the soldiers would know then that the people was appreciating what they was doing for them and every time they got a fresh box of candy they would make a new vow to get another yellow hunn.

I would like for all the people in America to know this little fact. Your old, Jazz Tune Bennie.

## Tells Mama Of Fine Health

Tuesday night.  
Dear Mama: Well we certainly are having beautiful weather now and you should ought to see how much fun the soldiers are having playing baseball and basketball and a lot of other soldier games. Honest Mama I never felt so good in all my life and there is about 35,000 other soldier boys out here who are in the same boat with me.

You take a soldier who has always lived in the city and never been out doors except to go to the subway and put him out here where he can't go any other place but out doors and then feed him lots of food and give him a good place to sleep and he will feel about like Jess Wilford the fighter when he goes up

against some third rater for about 100,000 bucks. Most of the boys have gained more than 15 pounds in bone and muscle since they been out here and I guess you know how much I gained and that you had to let out my army jacket when I was in to see you a couple of weeks ago.

We got a lot of new rookies down here last week and you should see the way they take to this army life just like a duck to a pond. In a couple of weeks they will look almost like us veterans look and you will hardly be able to tell us apart.

Say I bet you are glad we are going to France and that you can hang out a service flag and say to all them birds who live in the neighborhood that you got a son in France. And I guess Mama you will be glad if we get sent over soon, won't you Mama.

Will expect to be in to see you Saturday. Your son, Bennie.

## Bayonet Exercise Cruel Work

Wednesday.  
Friend Barney: Well old pal I certainly am in the ruff stuff now. I am being learned all about bayoneting and I guess if old bull neck Hyndenburg could see us Yanks and nix on the Sammy dope, we are Yanks, we are—if he could see us doing a bayonet exercise and drill he would sue for piece right away before our division get over there.

This bayonet is certainly cruel work Barney and I don't blame them yellow hunn birds for hitting it up for home when they start giving them the old cold steel.

They is a British soldier here named Sargent Major Covington who is got about as many of them fancy service ribbons on his chest as General Johnson has, and he is the bear cat of the world when it comes to teaching bayonet work. He has took officers and non-coms from each company and taught them to be instructors and these birds then are supposed to teach the rest of us.

We got a fine lot of officers and non-coms except once in a while, but we got one fresh Corporal who should ought to be burning garbage in the company insensurator or may be doing kitchen police the rest of his life. You remember a long time ago I had some jams with this fresh guy and I and him never did do very well together, well what do you suppose now. Well he is the instructor in charge of giving my platoon this here bayonet work and I suppose I will have to let him get by with any kind of murder that he wants to pull he being my superior and everything.

But believe me Barney I will not let this bird go to far before I kip his wings some anyway. Bennie.

## In A Jam With The Corporal

Thursday.  
Barney: Well I and that fresh

Corporal have already had one little jam and I would not be surprised if we got a little actual bayonet practice on each other. And that certainly would be pie for me Barney.

This morning when we was having a school and we was all standing around this Corporal while he was talking to us, I was not saying nothing to nobody or doing nothing at all but all of a sudden this guy looks at me and barks out, "Where did you get that chewing gum you are nailing away on?"

At the post exchange, I said back. Do you want some, I got an extra piece in my pants here.

Well he got all red and sore and started bawling me out but I just let him go ahead without paying no attention at all to him. Then pretty soon he went on with his school.

You see what they do is to take a bunch of us fighting soldiers and form us three or four deep with our guns at high port, which is port only high up so you won't stab one of your pals with your own bayonet. Then you advance to the dummies which is nothing but bundles of twigs bound together tight with wire and then you give your dummy the long point which is lunging at him and then the short point and then you pull it out and play like you was running your bayonet up through your huns neck.

Then the teacher he lines you up with your back turned to him and then he takes a stick with a ring about three inches wide tied on to the far end. Well coming up behind you he touches you on the shoulder and you turn quick just like a cat and run your bayonet through this little ring.

Well this morning when this Corporal come up behind me in his rubber soled shoes he don't touch me on the shoulder with his stick—he punches me hard with it. I whirled around like I was going to run my bayonet through him and missed the ring, but I didn't say nothing at all.

You couldn't hit a church door, he said.

I didn't even bother to answer back but Barney the next time if fresh non-coms ever punches me again with that stick of his I think I will make a mistake and miss that ring but just run it into him about two inches, just enough to hurt him a little. Bennie.

## To Meet On Field Of Honor

Friday.  
Barney: Well that fresh Corporal done that again to me but I guess he didn't get by with my ruff stuff not so as you could see it with the naked eye.

The way it happened was we was standing there with our backs to him and he come sneaking up and hit me a cruel belt with that club of his.

What's the idea, I said. You give me one of them sticks and if you

are so anxious to punch somebody we might try that out, I said. All right, come on over here tomorrow morning and I'll try to accommodate you, he said.

Your oh, ho, I said. I will meet you on the field of honor at 10 o'clock tomorrow, you big stiff you, I said.

So I guess I will have a little respect around this joint even if I have to fight for it. And fear not Barney what I do to this big peace of cheese will be plenty. Bennie.

## Telegram To Gerlie

Saturday noon.  
Have to postpone date until next Saturday. War reasons. Bennie.

## Gets Double Crossed Again

Saturday night.  
Barney: I believe if I was you I would cut off a couple of fingers or marry the widow or do most anything but volunteer for this draft army. It is a double crossing outfit

and no place for a regular guy at all.

Well I and that Corporal met on the field of honor this morning and on account of him taking a big advantage of me I had some hard luck. There was a lot of soldiers there in the K. of C. Hall when we got there and we got two of them wooden guns with blunt ends that have got a big wad on the end.

Choose your weapon, he said. So being a gentleman I took one at random, leaving him of course the best one.

Shall we fight with masks and pads, he said.

No, never, I said.

So without putting anything on we took our wooden guns and began sparring. Well Barney I did not want to hurt that bird none so I just played around with him and was going to let him down easy when he got sore and made a lunge at me when I was not ready and just by chance it caught me around a little above the neck near the jaw. Of course taking advantage of me

like that I was not prepared and thinking it was just to be a little friendly dule I let him hit me there on the chin. Well I guess it must have been about a half hour later and they had poured all the water from 6 fire buckets over me when I come to.

Well right then and there I made

up my mind to one thing and that is that I'm offn that Corporal for life and no matter what he does now I'll never give him another tumble.

Bennie.  
P. S.—There wasn't such a very big mark where that thing accidentally hit me after all.



He turned night into day  
—Edison.

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## FINANCIAL AND COMMERCIAL NEWS

## Chinese and Foreign Banking Announcements

## Exchange and Bullion

Shanghai, May 4, 1918.  
Money and Bullion  
Gold Dollars Bank's buying rate  
@ 197=Ts. 92.46  
@ 136=Mex. \$126.98  
Mex. Dollars Market rate: 7.33  
Gold Bars 978 touch Ts. 292  
Bar Silver ..... Ts. 1805  
Copper Cash ..... per tael 1805  
Sovereigns:  
Buying rate @ 4/5d.=Ts. 4.47  
@ exch. 7.36=Mex. \$6.07  
Native Interest ..... .02

Latest London Quotations  
Bank Rate of Discount ..... 5%  
Market rate of discount:—  
4 m/s ..... %  
6 m/s ..... %  
Exchange on Shanghai, 60 d.s.  
Ex. N. Y. on London ..... T.T. 27.25  
Ex. N. Y. on London ..... T.T. 24.75  
Consols ..... %

Exchange Opening Quotations  
London ..... T.T. 4/5d  
London ..... Demand 4/6  
India ..... T.T. 29.25  
Paris ..... T.T. 611  
Paris ..... Demand 612  
New York ..... T.T. 10.65  
New York ..... Demand 10.68  
Hongkong ..... T.T. 701  
Japan ..... T.T. 481  
Batavia ..... T.T. 324

Banks Buying Rates  
London ..... 4 m/s. Cds. 4/7d.  
London ..... 4 m/s. Docy. 4/8d.  
London ..... 6 m/s. Cds. 4/8d.  
London ..... 6 m/s. Docy. 4/8d.  
Paris ..... 4 m/s. Cds. 639  
New York ..... 4 m/s. Docy. 1111

CUSTOMS HOUSE EXCHANGE  
RATES FOR MAY  
Hk. Ts. 4.05 @ 4/5d. \$1  
" 1 504 = France 6.73  
" 0.85 @ 1051 Gold \$1  
" 1 491 Yen 2.58  
" 1 15 Rupees 5.70  
" 1 100 = Roubles  
" 1 1.50 Mex. \$1.50

## Stock Exchange

Shanghai, May 4, 1918.  
TODAY'S QUOTATIONS  
Unofficial  
Telephones Ts. 30.00

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## Silk Market

Messrs. William Little and Co., write as follows in their report for week ending May 2:—  
White Silk.—There has been a good demand for America for both Best and Medium sorts which have very much reduced stocks.  
Tanties New Style.—Five Lion and Leopard, Ex. 1, 2, Ts. 650 av. Sphinx and Sphinx and Lion, Ex. 1, 2, Ts. 645 av. Lion and Scale, Sheep and Flag, 1, 2, 3, Ts. 640 av. Gold and Silver Elephant, Ex. 1, 2, Ts. 640 av. Black Lion, Three Arrow Ts. 625 av. Red Peacock, Ex. 1, Ts. 612½ av. Small Buffalo, Ex. 1, Ts. 620 av. Gold Dollar, Ex. 1, Ts. 625 av. Tussah Filatures 8 coc.—Best grades, Ts. 357½ av.

## Share Market

Messrs. J. P. Bisset and Co., write as follows in their report for week ending May 2:—  
The market has been quiet during the past week and rates in most Cotton stocks have slightly receded. This is undoubtedly due to a reaction after the pronounced buying activity of the preceding two weeks. Docks are wanted at Ts. 108.

## London Rubber Market

Reuter's Service  
London, May 2.—Today's rubber prices were:—  
Plantation First Latex Crepe:  
Spot: 2s. 4d. paid.  
July to December: 2s. 6d. paid.  
Tendency of Market: Very Dull.  
Quotation, London, May 1:—  
Spot: 2s. 4½d. paid.  
July to December: 2s. 6½d. paid.  
Tendency of Market: Quiet.

## COTTON MARKET

Reuter's Service  
London, May 2.—Today's cotton prices were:—  
Goodmiddling Americans ... 22.04d.  
May ..... 21.77d.  
July ..... 21.16d.

## BANK OF ENGLAND

Reuter's Service  
London, May 2.—According to the latest returns the Bank of England rate of Discount is 5% the Proportion of Reserve to Liabilities was 18%.

## Sharebrokers' Association

Shanghai, May 4, 1918.  
BUSINESS DONE  
Official  
Oriental Cottons @ Ts. 50.50 June  
Shanghai Hotel 6% debs  
Ts. 30.00 cash

## The National Commercial Bank, Ltd.

(formerly known as The Cheikins Shing Nih Chartered Bank, Ltd.)  
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Reserve Fund ..... \$200,000.00  
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Shen Chu Hsu, Manager.  
Shu Chin Mui, Sub-Manager.  
C. C. Yang, Sub-Manager.



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Reserve ..... 12,550,000.  
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President: Baron Takayasu Mitsui.

Branches:  
Osaka, Nishi (Osaka), Kobe, Yokohama, Nagasaki, Moji, Fukuoka, Shimonoseki, Hiroshima, Kyoto, Nagoya, Fukagawa (Tokyo), Otaru.

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New York: The National City Bank of New York.  
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We transact a General Banking & Foreign Exchange Business  
S. TAKEDA, Manager.

## Chartered Bank of India, Australia and China

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Reserve Fund ..... £2,000,000  
Reserve Liability of Shareholders ..... £1,200,000

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A. I. D. STEWART, Manager.

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Bankers:  
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In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

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L. ARDAIN, Manager.

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President: JEAN JADOT  
Gouverneur Societe Generale de Belgique.

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Brussels: Societe Generale de Belgique.  
Antwerp: Banque d'Anvers.  
Paris: Banque de l'Union Parisienne, Societe Anonyme.

Lyons and Marseilles: Comptoir National d'Escompte d'Paris.  
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangement.  
Every description of banking and exchange business transacted.  
M. DEMETS, Manager for China.

## Hongkong &amp; Shanghai Banking Corporation

Paid-up Capital ..... \$15,000,000

Reserve Funds:—  
Sterling £1,500,000 @ 2s. \$15,000,000  
Silver ..... 18,500,000  
\$34,500,000

Reserve Liability of Proprietors ..... \$15,000,000

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Sub-Agency: 9 Broadway.

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Local Bills discounted.  
Credits granted on approved securities, and every description of Banking and Exchange business transacted.

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A. G. STEPHEN, Manager.

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Reserve Fund ..... 26,960,000 Roubles.

Capital Contributed by the Chinese Government 3,500,000 Roubles.  
Reserve Fund ..... 1,750,000 Roubles.  
Head Office: PETERSBURG.  
Paris office: 9, Rue Boudreau.  
London office: 64, Old Broad St., E.C.

Bankers:  
London: Messrs. Glyn, Mills, Currie & Co.  
Paris: Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.

Lyons: Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.

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Subscribed and paid up Capital ..... H\$1,382,950.00  
Reserve Fund ..... H\$1,240,000.00  
Investment reserve fund H\$ 40,000

Head Office  
No. 6 Des Voeux Road, Hongkong.

Shanghai Office  
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.  
Every description of Banking and Exchange business transacted.  
C. C. WONG, Act. Manager.

## The Bank of China

(Specially authorized by Presidential Mandate of 15th April, 1915)

Authorized Capital ... \$40,000,000.00  
Paid-Up Capital .... 12,379,800.00  
Reserve Fund ..... \$1,298,552.60  
Special Reserve Fund \$1,898,933.68

Head Office: PEKING.  
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SUNG HAN CHANG, Manager.

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Capital ..... France 45,000,000

one-third of the Capital, i. e. Frs. 15,000,000, subscribed by THE GOVERNMENT OF THE CHINESE REPUBLIC.

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

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General Manager, A. J. Pernotte.

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Head Office: YOKOHAMA, JAPAN.

Capital Subscribed ... Yen 45,000,000  
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Reserve Fund ... Yen 23,100,000

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K. KODAMA, Manager.

## The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital ..... \$300,000.00  
Reserve ..... \$15,000.00  
Deposits (Dec. 31, 1917) \$2,047,768.24

Correspondents at principal cities in China, and domestic exchange a specialty.  
Credits granted on approved securities. Bills discounted.  
Current accounts in both taels and dollars with interest may be opened on application.  
Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN, General Manager.

## International Banking Corporation

Capital & Surplus U.S. \$6,500,000.00  
Undivided Profits U.S. \$1,348,000.00  
U.S. \$7,848,000.00

Head Office:  
55 Wall Street, New York  
National City Bank Building.

London Office:  
36 Bishopsgate, E. C.

Branches:  
Batavia, Kobe, San Francisco, Calcutta, London, Santo Domingo, Cebu, Manila, Santiago de los Caballeros, Canton, Medellin, Caballeros, Colon, Panama, Shanghai, Peking, Singapore, (Cristobal C.Z.), Tientsin, Hongkong, San Pedro de Macoris, Yokohama, Macao, Rio de Janeiro, Santiago de Cuba, Santos, Valparaiso, Moscow, Russia, Montevideo.

Through its close affiliation with the NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special services of the Branches of that institution established at:—

Bahia, Petrograd, Buenos Aires, Rio de Janeiro, Caracas, Santiago de Cuba, Genoa, Santos, Habana, San Paulo, Moscow, Russia, Valparaiso, Montevideo.

The Corporation issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT on terms which may be ascertained on application, and transacts all other descriptions of Banking and Exchange business.  
H. C. GULLAND, Manager.

1a Kluckiang Road, Shanghai.

## Nederlandsche Handel Maatschappij

(NETHERLAND TRADING SOCIETY.)  
Established 1824.

Paid-up Capital—  
Gulden 60,000,000 (about \$5,000,000)  
Reserve Fund—  
Gulden 11,595,461 (about £964,288)  
Head Office: AMSTERDAM.  
Head Agency: BATAVIA  
Agencies in Holland:  
THE HAGUE and ROTTERDAM.

Branches:  
Bandjermasin, Padang, Soerakarta, Bandong, Palembang, Teling-Teling, Cheribon, Pekalongan, Tegal, Djember, Penang, Telok-Betong, Djokjokarta, Pontianak, Tjilatjap, Hongkong, Rangoon, Weltevreden, Kota-Radja, Semarang, Langsa, Singapore, Makassar, Soerabaya, Medan.

London Bankers:  
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Current accounts kept in taels and dollars.  
SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.  
B. G. J. WYNNBERG, manager.

## Hongkong &amp; Shanghai Banking Corporation

Savings Bank Office:  
12 The Bund, and 9 Broadway.

Deposits of not less than \$1, or over \$100, will be received at one time.  
Not more than \$1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of \$5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.  
Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

## Commercial Bank of China

Head office: SHANGHAI

Subscribed Capital Sh. Ts. 5,000,000  
Paid-up Capital .. Sh. Ts. 2,500,000

Advances made on approved securities. Bills discounted.  
Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed Deposits: For 3 months at 3% per annum. For 6 months at 4% per annum. For 12 months at 5% per annum. On Deposits in Dollars according to arrangement.

H. G. MARSHALL, Chief Manager.

## The Mercantile Bank of India, Ltd.

Authorized Capital ..... \$1,500,000  
Subscribed Capital ..... 1,125,000  
Paid-up Capital ..... 562,500  
Reserve Fund ..... 650,000

Head Office, 15 Gracechurch Street, London, E. C.

London Joint Stock Bank, Ltd.

Branches & Agencies:  
Bombay, Howrah, Madras, Calcutta, Bombay, Penang, Colombo, Karachi, Port Louis, Delhi, Kota Bahr (Mauritius), (Kelantan), Rangoon, Hongkong, Kuala Lumpur, Shanghai, Singapore.

Shanghai Branch.  
Every description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

R. D. YOUNG, Manager.  
35 The Bund.

## BANK OF COMMUNICATIONS

Specially authorized by Presidential Mandates of April 7th, 1914, and October 31st, 1915.

Paid-Up Capital: Kuiping Taels 10,000,000  
HEAD OFFICE PEKING.  
50 Branches and Agencies at principal commercial places in China.

SHANGHAI BRANCH  
35 Seachuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager.  
Y. M. CHIEN, Sub-Manager.



## SUMITOMO BANK, LIMITED

SHANGHAI BRANCH  
N. 1 Kluckiang Road

Capital ..... Yen 30,000,000  
Capital (Paid-Up) .. Yen 18,750,000  
Reserve ..... Yen 2,800,000  
Deposits ..... Yen 150,000,000

President, Baron K. Sumitomo  
Head Office: OSAKA

Branches:  
Tokyo, Yokohama, Nagoya, Kyoto, Osaka, Kobe, Hyogo, Onomichi, Kure, Niigata, Hiroshima, Yana, Shimonoseki, Moji, Wakamatsu, Kikukawa, Kurume, Honolulu, San Francisco, Bombay and Hankow.

London Banker:  
LLOYDS BANK, LIMITED  
New York Banker:  
NATIONAL CITY BANK



## BUSINESS AND OFFICIAL NOTICES

Depots are open for the sale of  
**MACHINE-MADE**

**ICE**

at  
Hongkew Market  
Maloo Market  
Wayside Market  
62 Avenue Joffre  
3 Thorne Road  
69 Yangtzepoo Road  
6-30 A.M. 4-6 P.M.

10 lbs. ICE will be given in exchange for a METAL CHECK. CHECKS are now on sale at the COMPANY'S OFFICES:  
8 Thorne Road  
69 Yangtzepoo Road  
20 CHECKS PRICE \$4.00

ICE Delivered, 2½ Cents per lb. Arrangements regarding deliveries can only be made through Head Office, 8 THORNE ROAD.

**Shanghai Ice and Cold Storage Co., Ltd.**

17714

**THE SAVOY HOTEL**

No. 21 Broadway, corner Nanjing Road, Shanghai, China.

**Special Musical Dinner and Dance Every Evening**

Music During Dinner, Dancing After Dinner.

Music by the Savoy Orchestra.

Special features this week:

**THE MENDOZAS**

The Popular Exponents of Fancy dancing

In the Tango-Boston Waltz, etc.

Dinner à la Carte or Table d'Hôte

Dainty Dishes a Specialty.

Tables or Private Dining Rooms reserved by request.

(Telephone No. 2510.)

**SZECHWAN PROVINCE EXPORTERS & IMPORTERS.**

Telegraphic Address:

**WIDLER, CHUNGKING.**

A. B. C. Code 5th. Ed.

Bentley's Complete Phrase Code.

**Peking Union Medical College Premedical School**

Announcements for the Academic Year 1918-19.

**Curriculum:** The Premedical School offers a three year course in the fundamental subjects which are prerequisite to the study of medicine. The curriculum includes courses in mathematics, physics, chemistry, biology, English, Chinese and German. The work in the second and third years is of the grade required in the first two years of the best American Universities. Student who completes the work of the Premedical School satisfactorily will be admitted to the first year of the Medical School without examination.

**Medium of Instruction:** All courses except those in Chinese language and literature are conducted in English.

**Entrance Requirements:** Admission to the Premedical School is by examination. To be eligible for the entrance examinations, a candidate must be a graduate of an approved Middle School, and must possess a good working knowledge of English, both oral and written.

**Advanced Standing:** Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

**Examinations:** Examinations for entrance and for advanced standing will be held at Peking, Shanghai and Canton, June 18 to 22, and August 27 to 31, 1918.

**Calendar:** The first semester opens Tuesday, September 17, 1918, and closes January 31, 1919. The second semester opens February 11, 1919 and closes June 30, 1919.

The work of the Medical School will open in September, 1919.

Applications for admission to the entrance examinations and requests for further information should be addressed to

**The Dean of the Premedical School, Peking Union Medical College, Peking, China.**

17597

**Russian Lady Dentist**

**Miss. A. Gauhman**

20 Nanking Road,

Time 9-12 : 2-6

Tel. 1916.

17257

**SPECIALIST**

(can speak English well)

For

Veneral and Surgical disease.

Man and Woman's disease.

Skin disease and rheumatism

(studied medicine in Japan, America and Europe)

Charge moderate.

**Japanese Dr. K. WATANABE,**

A.M., M.D.

21 Haining Road (fifth house from North Szechuen Road)

Tel. North 2278.

17846

**MUNICIPAL NOTIFICATION**

No. 2519.

REGISTRATION OF GERMAN AND AUSTRO-HUNGARIAN SUBJECTS.

(Amendment of Permit Condition No. 2.)

Notice is hereby given that Condition 2 of the permits issued to German and Austro-Hungarian Subjects in pursuance of the provisions of Municipal Notification No. 2466 has been amended to read as follows:—

"2. Commencing on Wednesday, May 8, 1918, the holder (if a male) is required to present himself in person twice weekly, on Wednesdays and Sundays, between the hours of 8 a.m. and 6 p.m. at the Police Station of his district in order to have his permit checked by the Police."

On and after Wednesday, May 8, all German and Austro-Hungarian male subjects of 16 years of age and upwards are therefore required to report to the Police twice weekly on Wednesdays and Sundays, instead of once weekly as at present and this Condition must be strictly observed.

By order,

**N. O. LIDDELL,**

Acting Secretary.

Council Room, Shanghai, May 4, 1918.

**MUNICIPAL NOTIFICATION**

No. 2518.

SPECIAL CONSTABLES.

The Council invites applications from male residents of the Settlement of 21 years of age and upwards, who are not members of either the Volunteer Corps or the Fire Brigade, for enrolment for service under the Council as Special Constables.

Selected applicants, who will enter into agreements with the Council terminable upon one month's notice, will be required to attend periodical drills, to pass a course in the use of fire arms and to undertake such duty as may be assigned to them entailing under normal circumstances night duty for from three to four hours at a time on not more than three days per week.

Applications for enrolment should be made in writing marked "Special Constables" and addressed to the Captain Superintendent of Police at the Central Police Station.

By order,

**N. O. LIDDELL,**

Acting Secretary.

Council Room, Shanghai, May 4, 1918.

**The Yangtze Insurance Association, Ltd.**

The Association has this day removed its Offices to the 1st Floor of the Yangtze Insurance Building, Shanghai, 30th April, 1918.

17759 M.4.

**The Cathay Trust, Limited**

(in liquidation)

**HOLDERS OF ORDINARY shares** are hereby notified that a Fourth dividend of Taels 1.00 per share has been declared and will be payable at the offices of the Liquidator, No. 10 Canton Road, Shanghai, between the hours of 10 a.m. and noon on and after the 1st May, 1918, against production of the Liquidator's Certificates for endorsement.

**F. N. MATTHEWS,**

Liquidator.

17794

**AND NOW**

About your new

**Parisienne Model Hat FOR THE RACES**

We've always made a bid for the Ladies' trade of Shanghai. It keeps us on the jump, alert to the newest fashions,—makes this the city style shop in Ladies' hats.

COME SEE THE

**NEW MODELS NOW ON DISPLAY**

AT

**Silberman's Drapery and Outfitting Stores**

No. 1 Broadway (Opp. Astor House)

**FAT PEOPLE**

Reduce! Benefit your health! We also cure Rheumatism and nervousness.

Turkish Bath and Massage Establishment.

**PROF. I. K. SETO,**

25 North Szechuen Road,

Phone N. 2768.

**ANTIMONY REGULUS**

(99% Pure)

**ALWAYS IN STOCK**

Apply, Hupeh Government Smelting Works, Wuchang.

Tel. address "HUPEHMIN" 16086

**NOTICE**

**THE undersigned** begs to announce that he has established himself as Consulting Engineer for Structural Engineering at No. 44 Peking Road. Industrial Buildings a specialty.

**C. LUTHY, S.I.A.,**

Formerly Assist. Eng. for Structural Engineering, Shanghai Municipal Public Works Dept.

Telephone No. Central 1914.

17802

**Kingman Bros. DENTAL SURGEONS**

Dental Surgeons of the Philadelphia Dental College and Garretson's Hospital of Oral Surgery, Philadelphia, U.S.A.

Will perform all kinds of dental operations on modern scientific principles, and supply—

Teeth of Superior Workmanship in Vulcanite, Gold and Alloy Plates, Gold Crown and Bridge Work.

All work is guaranteed to entire satisfaction.

40, Szechuen Road, Shanghai

**DR. N. L. DOWNS**

Surgeon Dentist

Has moved his office to The Yangtze Insurance Building 26 The Bund, 3rd floor. Monday, May 6th.

17829

**Amusements****Harmston's Circus**

AND

**ROYAL MENAGERIE**

Location: Chang Su-Ho's Gardens

Matinee Today at 4 p.m.

Again Tonight Our New Programme

Tomorrow Night, May 6th

**Grand Patriotic Performance**

Under the Distinguished Patronage of Sir Edward Fraser, K.C.M.G. In aid of the Royal Flying Corps Convalescent Home.

Free Tickets entirely suspended (Press excepted) on this occasion

Matinees Wednesday, Saturday and Sunday Afternoons.

Doors open 3 p.m. Commence 4 p.m. when Children will be admitted at half-price to all parts of the Circus Special "Tram Cars" running nightly after every performance.

Prices as Usual

Booking at Robinson Piano Co., Daily

**W. HARMSTON, C.M. BRUCE,**

Proprietor. Band Master.

**R. ALTON & W. SYMONS, Agents.**

**Olympic Theatre****PRESENTS**

ON

May 5th and 6th

and

Matinee Today

The Popular Stage Favorite

**DONALD BRIAN**

in an

Amusing Photo-Play Comedy

**"THE SMUGGLERS"**

and

OTHER NEW FILMS

Splendid New Program

at the

**VICTORIA THEATRE**

For May 5th and 6th

SHOWING

The Parson of Panamint

FEATURING

**DUSTIN FARNUM**

OTHER PICTURE SHOWING  
**KID CASEY THE CHAMPION**  
Comedy

**JERRY'S CELEBRATION**  
Comedy

NEW GAUMONT GRAPHIC

**MATINEES**

EVERY

Saturday and Sunday

## AMUSEMENTS

**ISIS THEATRE**

CORNER OF JUKONG AND NORTH SZECHUEN ROADS

MATINEE, TODAY AT 3 P.M.

Showing

THE VOICE ON THE WIRE Episodes 13  
THE GRAY GHOST—Episodes 3 and 4

**TONIGHT**

Showing

THE POWERFUL AND THRILLING STORY IN 3 ACTS

**BLACK BRITTA**

Featuring Elsa Frolich

**THE MOTOR BUCCANEERS**

BY EDGAR FRANKLIN

DRAMA IN 2 PARTS

CAUGHT IN THE ACT—KEYSTONE COMEDY

SHOWING ON

**MONDAY**

**6TH MAY**

THE

**GRAY GHOST**

EPISODES 5, 6 & 7 (6 PARTS)

**LYCEUM THEATRE**

SATURDAY,

MAY 18th.

Grand Vocal Concert

by

**PROF. GERARD ZALSMAN**

(distinguished Dutch Baritone)

Kindly assisted by

**Mrs. L. J. Barrett, Mrs. R. Fano, Mrs. L. Isenman**

At the piano: Mr. Young.

Booking Opens at Messrs. Moutrie & Co.

THURSDAY, MAY 9th.

Under the management of A. STOK.

17558

**"The Eldorado"**

3 Jukong Road.

Tonight and Every-Night!

To Complete

"A Perfect Day,"

visit

"The Eldorado."

Come and be

Entertained!

John and Jimmie

Acrobats and Comedians

Miss Sophie

Ragtime Songs and Dances

All Star-Turns!

Prof. Martinez'

Orchestra

Commencing 10 p.m.

MILLE LA RIGOLETE,

Famous Danseuse

(Watch for further announcements)



**HELLO, SHANGHAI!**  
**HELLO, SHANGHAI!!**

A Special DINNER and DANCE at the

**CARLTON CAFE**

Wednesday, May 8th.

200 TICKETS ONLY

Proceeds to go to the Allied War Funds

Tickets \$5 each on sale at Moutrie's and Carlton Cafe.

200 TICKETS ONLY

**APOLLO THEATRE: Tonight**

The Great Pathe Gold Rooster Film.

**"THE IRON HEART"**

FEATURING

**EDWIN ARDEN** An old favourite artist  
**EDWIN ARDEN** in the Exploits of Elaine.  
A modern story told by the band of the Great Pathe Artists

**PATHE'S AMERICAN GAZETTE**

"CHANG LEE"—The acrobatic mule. "A BAG OF TROUBLES"

MATINEE TODAY 3 P.M. Douglas Fairbanks in "His Picture in the Papers"



## GENERAL SHIPPING NEWS

## Future Sailings

## FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
May 10	..	Seattle etc.	Swan maru	Jap. N.Y.K.	
..	..	Vancouver	Empress of Japan	Br. C.P.R.	
..	..	San Francisco	Kiandoo	Am. M.S.P.	
..	..	San Francisco	Empress of Japan	Br. C.P.R.	
June 1	..	Tacoma & Seattle	Empress of Japan	Br. C.P.R.	
..	..	San Francisco	Empress of Japan	Br. C.P.R.	
..	..	Seattle, etc.	Empress of Japan	Br. C.P.R.	
..	..	San Francisco	Empress of Japan	Br. C.P.R.	
..	..	San Francisco	Empress of Japan	Br. C.P.R.	

## FOR JAPAN PORTS

May 8	..	Mol. Kobe & Osaka	Chikuma maru	Jap. N.Y.K.	
..	..	Nagasaki, Kobe & Yokohama	Yamawata maru	Jap. N.Y.K.	
..	..	Nagasaki, Kobe & Yokohama	Hiogo maru	Jap. N.Y.K.	
..	..	Mol. Kobe & Osaka	Chikuma maru	Jap. N.Y.K.	
..	..	Nagasaki, Kobe & Yokohama	Yamawata maru	Jap. N.Y.K.	
..	..	Nagasaki, Kobe & Yokohama	Hiogo maru	Jap. N.Y.K.	

## FOR EUROPE, INDIA, STRAITS, ETC.

Liverpool etc.	Shiden maru	Jap. N.Y.K.
London etc.	Kaga maru	Jap. N.Y.K.

## FOR SOUTHERN PORTS

May 5	..	D.L. Swatow & Hongkong	Sungshan	Br. B. & S.	
..	..	4.30 Ningpo	Sungshan	Br. B. & S.	
..	..	4.30 Ningpo	Sungshan	Br. B. & S.	
..	..	4.30 Ningpo	Sungshan	Br. B. & S.	
..	..	4.30 Ningpo	Sungshan	Br. B. & S.	
..	..	4.30 Ningpo	Sungshan	Br. B. & S.	
..	..	4.30 Ningpo	Sungshan	Br. B. & S.	
..	..	4.30 Ningpo	Sungshan	Br. B. & S.	
..	..	4.30 Ningpo	Sungshan	Br. B. & S.	
..	..	4.30 Ningpo	Sungshan	Br. B. & S.	

## FOR NORTHERN PORTS

May 5	..	A.M. Chefoo & Tientsin	Tai-shun	Chl. C.M.S.N. Co.	
..	..	5.0 Wei-hai-wei, Chefoo & Tientsin	Tai-shun	Chl. C.M.S.N. Co.	
..	..	5.0 Wei-hai-wei, Chefoo & Tientsin	Tai-shun	Chl. C.M.S.N. Co.	
..	..	5.0 Wei-hai-wei, Chefoo & Tientsin	Tai-shun	Chl. C.M.S.N. Co.	
..	..	5.0 Wei-hai-wei, Chefoo & Tientsin	Tai-shun	Chl. C.M.S.N. Co.	
..	..	5.0 Wei-hai-wei, Chefoo & Tientsin	Tai-shun	Chl. C.M.S.N. Co.	
..	..	5.0 Wei-hai-wei, Chefoo & Tientsin	Tai-shun	Chl. C.M.S.N. Co.	
..	..	5.0 Wei-hai-wei, Chefoo & Tientsin	Tai-shun	Chl. C.M.S.N. Co.	
..	..	5.0 Wei-hai-wei, Chefoo & Tientsin	Tai-shun	Chl. C.M.S.N. Co.	
..	..	5.0 Wei-hai-wei, Chefoo & Tientsin	Tai-shun	Chl. C.M.S.N. Co.	

## FOR RIVER PORTS

May 5	..	M.N. Hankow etc.	Kiangyung	Chl. C.M.S.N. Co.	
..	..	5.0 N. do	Kiangyung	Chl. C.M.S.N. Co.	
..	..	5.0 N. do	Kiangyung	Chl. C.M.S.N. Co.	
..	..	5.0 N. do	Kiangyung	Chl. C.M.S.N. Co.	
..	..	5.0 N. do	Kiangyung	Chl. C.M.S.N. Co.	
..	..	5.0 N. do	Kiangyung	Chl. C.M.S.N. Co.	
..	..	5.0 N. do	Kiangyung	Chl. C.M.S.N. Co.	
..	..	5.0 N. do	Kiangyung	Chl. C.M.S.N. Co.	
..	..	5.0 N. do	Kiangyung	Chl. C.M.S.N. Co.	
..	..	5.0 N. do	Kiangyung	Chl. C.M.S.N. Co.	

\*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

## Vessels in Harbor And At Woosung

Arrived	From	Ship's Name	Tons	Flag	Agents	Berth
Apr 13	Chinwangtao	Asaka maru		Jap.		
Apr 16	Japan	Asaka maru		Jap.		
Apr 19	Japan	Asaka maru		Jap.		
Apr 24	Chinwangtao	Asaka maru		Jap.		
Apr 29	Hankow	Asaka maru		Jap.		
Apr 30	Japan	Asaka maru		Jap.		
Apr 31	Hankow	Asaka maru		Jap.		
May 1	Hankow	Asaka maru		Jap.		
May 2	Hankow	Asaka maru		Jap.		
May 3	Hankow	Asaka maru		Jap.		
May 4	Hankow	Asaka maru		Jap.		
May 5	Hankow	Asaka maru		Jap.		
May 6	Hankow	Asaka maru		Jap.		
May 7	Hankow	Asaka maru		Jap.		
May 8	Hankow	Asaka maru		Jap.		
May 9	Hankow	Asaka maru		Jap.		
May 10	Hankow	Asaka maru		Jap.		
May 11	Hankow	Asaka maru		Jap.		

## Vessels Loading

## For River Ports

**HANKOW AND PORTS.**—The Str. Kiangyung, Captain W. McIlwain, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

**HANKOW AND PORTS.**—The China Navigation Co.'s Steamer Tungting, Captain Torrie, will leave from the French Bund on Monday, May 6, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

**HANKOW AND PORTS.**—The Str. Kiangyung, Captain J. McArthur, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

**HANKOW AND PORTS.**—The Indo-China Steam Navigation Co.'s Str. Loongwo, tons 3,925 Capt. Findelson, will leave on Tuesday, May 7, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson & Co., Ltd., General Managers Tel. No. 246, Freight Tel. No. 250.

**HANKOW AND PORTS.**—The Co's Str. Yohyang Maru, Captain Y. Ikeda, will be despatched from N.Y.K. Pootung wharf on Tuesday, May 7, at about 12 o'clock midnight. For Freight and Passage apply to The Nishin Kisen Kaisha No. 5 The Bund. Tel. No. 3256.

**HANKOW AND PORTS.**—The China Navigation Co.'s Steamer Chungking, Capt. Meathrel, will leave on Tuesday, May 7, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents, Tel. No. 77.

apply to Butterfield & Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

**HONGKONG AND CANTON.**—The China Navigation Co.'s Str. Sunning, Capt. W. L. Jones, will leave from the French Bund direct for the above ports on Tuesday, May 7, at 8 a.m. For Freight or Passage apply to Butterfield & Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

**POOCHOW.**—The Str. Hsichang, Captain E. Hansen, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

**HONGKONG AND CANTON.**—The China Navigation Co.'s Str. Tamsui, Captain J. S. DeWolf, will leave on Thursday, May 9, at 11 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents, Tel. No. 77.

**TAKAO (FORMOSA) via FOCHOW and KEELUNG.**—The Str. Suma Maru, Captain N. Iwamatsu, will be despatched from the Co's Yangtsepooh wharf on Thursday, May 9, at 11 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nishin Kisen Kaisha at 11 a.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

**AMOY & SWATOW.**—The China Navigation Co.'s Steamer Holbow, Captain R. J. Cain, will leave on Saturday, May 11, at noon. For Freight or Passage, apply to Butterfield & Swire, Agents, Tel. No. 77.

**SWATOW AND HONGKONG.**—The China Navigation Co.'s Steamer Yinchow, Captain Simons, will leave from the French Bund on Sunday, May 12, at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

**HONGKONG AND CANTON.**—The China Navigation Co.'s Steamer Sulayag, Captain J. Gibbs, will leave from the French Bund direct for the above ports on Tuesday, May 14, at daylight. For Freight or Passage apply to Butterfield & Swire, Agents, French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

**TAKAO (FORMOSA) via FOCHOW and KEELUNG.**—The Steamer Kohoku Maru, Captain S. Ohba, will be despatched from the Co's Yangtsepooh wharf on May 28, at 11 a.m. The steam-launch conveying passengers on board will leave the Custom jetty at 11 a.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

**HONGKONG.**—The Str. Canada Maru, Capt. Y. Yamamoto, will be despatched from the Co's Yangtsepooh wharf on June 18, at 11 a.m. The steam-launch conveying passengers on board will leave the Custom jetty at 11 a.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

**HONGKONG.**—The Str. Canada Maru, Capt. Y. Yamamoto, will be despatched from the Co's Yangtsepooh wharf on June 18, at 11 a.m. The steam-launch conveying passengers on board will leave the Custom jetty at 11 a.m. on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

## For Northern Ports

**CHEFOO and TIENSIN.**—The Str. Tai-shun, Captain Westerland, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

**CHEFOO and TIENSIN.**—The Str. Hsinfung, Captain J. B. Howie, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

**WEIHAIWEI, CHEFOO & TIENSIN.**—The China Navigation Co.'s Steamer Shengking, Capt. McIntosh, will leave from the French Bund on Tuesday, May 7, at 2 p.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

**WEIHAIWEI, CHEFOO & TIENSIN.**—The China Navigation Co.'s Steamer Shuntien, Capt. Northcombe, will leave from the French Bund on Thursday, May 9, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

**WEIHAIWEI, CHEFOO & TIENSIN.**—The China Navigation Co.'s Steamer Fengtien, Captain Harris, will leave from the French Bund on Saturday, May 11, at 10 a.m. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

**WEIHAIWEI, CHEFOO & TIENSIN.**—The China Navigation Co.'s Steamer Newcomb, will leave from the French Bund on Saturday, May 11, at about 12 o'clock midnight. For Freight or Passage, apply to Butterfield & Swire, Agents French Bund, Freight Tel. No. 77, Passage Tel. No. 401.

## For Foreign Ports

**TAKOMA & SEATTLE CALLING AT VICTORIA B.C. via NAGASAKI or MOJI, KOBE, YOKKAICHI, SHIMIZU, & YOKOHAMA.**—The Osaka Shosen Kaisha's Steamer Africa Maru, Captain H. Yamamoto, will be despatched on June 10. Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's jetty at 11 a.m. on the same day. For Freight or Passage, please apply to The Osaka Shosen Kaisha, No. 4 The Bund. Tel. No. 4234 and 4235.

# C. N. C.

## CHINA NAVIGATION CO., LTD.

### YANGTSE RIVER & CHINA COAST PORTS.

#### FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG, and HANKOW.—S.S. Lucy, Nankin, Poyang, Tamsui, Tungking, Chungking and Wuchang.—Sailing from the French Bund at midnight. These steamers connect with the Company's regular lines on the Upper Yangtze and Hunan Lake.

The S.S. Wuchang and Chungking are especially fitted to handle heavy lifts. Regular sailings every Tuesday, Wednesday, Friday and Saturday at midnight.

For HONGKONG and CANTON.—S.S. Yinchow, Sinkiang, Shantung, Sunning and Sulayag.—Sailing from the French Bund and connection at Hongkong with the Company's steamers for Hoihow, Pakhoi, Halphong, Manila, Cebu, Iloilo, Zamboanga and Australian ports.

Sailing from the French Bund every Tuesday, Thursday, and Sunday.

For TIENSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund. During the winter months sailings are irregular owing to weather conditions.

For NINGPO.—S.S. Hsin Peking.—Sailings will be suspended by this vessel from the 4th inst. owing to overhaul. S.S. Hsin Peking will resume her run on Wednesday, 20th inst. at 4 p.m. as usual.

For further particulars regarding passage money, etc., see "THE TAIKOO SHIPPING GAZETTE," obtainable from the undersigned, or from The International Sleeping Car Express Train Co., or from Messrs. THOMAS COOK & SON, 15 The Bund.

BUTTERFIELD & SWIRE, Agents 21-23 French Bund.

Freight: Telephone No. 77. Passage: Telephone No. 401.

# PACIFIC MAIL S.S. CO.

**"SUNSHINE BELT"**  
Trans-Pacific Service  
By the New, 14,000 Ton, Oil Burning Steamers  
"ECUADOR" "VENEZUELA" "COLOMBIA"  
AMERICAN REGISTRY  
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu	For Hongkong via Manila
S.S. ECUADOR ..... May 25	S.S. ECUADOR ..... May 4
S.S. COLOMBIA ..... June 22	S.S. COLOMBIA ..... June 1

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd., and Toyo Kisen Kaisha.

**East India Service**  
By the Modern, Oil Burning Steamers  
"COLUSA" ..16,000 tons "SANTA CRUZ" ..15,000 tons  
AMERICAN REGISTRY  
SAILINGS FROM SHANGHAI (Subject to Change)

For Colombo via Singapore and Ceylon	For San Francisco via Cebu and Honolulu
S.S. COLUSA ..... June 12	S.S. SANTA CRUZ ..... June 6
	S.S. COLUSA ..... July 26

Safety and comfort of passengers our first consideration. For information re freighter passage apply to  
**PACIFIC MAIL STEAMSHIP COMPANY**  
1-5 Nanking Road, Palace Hotel Building.  
Telephone Central 5555 Cable Address "Solano"

# O. S. K.

## OSAKA SHOEN KAISHA

### (Osaka Mercantile S. S. Co.)

#### Under Mail Contract with the Imperial Japanese Government

#### SAILINGS FROM SHANGHAI

#### (Subject to Alteration)

**AMERICAN LINE**  
For Tacoma and Seattle, Wash.  
Via Pacific, calling at Nagasaki, Kobe, Yokkaichi, Yokohama and Victoria, B. C. arr. leave.

"AFRICA MARU" ... (18,000 tons) Capt. H. Yamamoto, June 9, June 10

For Hongkong arr. leave.

"MEXICO MARU" ... (12,000 tons) Capt. K. Komiyama, May 27, May 28

"CANADA MARU" ... (12,000 tons) Capt. Y. Yamamoto, June 15, June 16

**CHINA COASTING LINE**  
For Tientsin, Tientsin and Dairen arr. leave.

"KEELUNG MARU" ... (1,569 tons) Capt. S. Imai, May 7, May 9

For Poochow, Keelung and Takao

"SUMA MARU" ... (1,537 tons) Capt. N. Iwamatsu, May 7, May 9

"KOHOKU MARU" ... (2,610 tons) Capt. S. Ohba, May 15, May 17

The Company also run numerous steamers from Japan to South America, Australia, India, China, Korea, Vladivostok, and also between the Principal Ports in Japan.

For freight, passage and further information, please apply to:—  
**H. SHIMAMURA, Manager.**  
Tel. Address: SHOEN, SHANGHAI.

**OSAKA SHOEN KAISHA**  
Union Building, 4 The Bund.  
Tels. 4234, 4235.

# JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai.  
Furniture and Curios Packed for Shipment by Expert Packers  
**SHIPPING AND FORWARDING AGENTS.**  
Telephone 1848 83, Szechuen Road

# CANADIAN PACIFIC

## OCEAN SERVICES LIMITED

QUICKEST TIME ACROSS THE PACIFIC

## The Empress Steamers

On arrival at Victoria are boarded by Canadian Pacific ticket agents and baggage checkers, also Canadian and United States Customs Officers. During the six hours ride, Victoria to Vancouver actual rail tickets can be issued, your baggage inspected or bonded and checked through to destination. On arrival at Vancouver passengers are free to go forward immediately.

## APPROXIMATE SAILINGS FROM SHANGHAI

For Vancouver via Nagasaki and Yokohama	For Hongkong
Monteagle ..... May 21	Empress of Japan ..... July 9
Empress of Japan ..... May 25	Monteagle ..... July 13

Round trip tickets interchangeable with Toyo Kisen Kaisha and Pacific Mail.

For further information regarding passenger fares, sailings, etc. apply to

G. M. JACKSON  
General Agent, Passenger Department, 13-1 The Bund, Palace Hotel Building.  
Tel. Central 182.

For through bills of lading, quotation of freight rates, etc. apply to  
L. E. N. RYAN, Agent,  
Corner Peking and Yuen Ming Yuen Roads.  
Tel. Central 182.

# T. K. K.

## SHANGHAI BRANCH OFFICE

# TOYO KISEN KAISHA

## (ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu

## SEMI-TROPICAL ROUTE

## PROPOSED SAILINGS FROM SHANGHAI

KOREA MARU ..... 20,000 tons, for San Francisco, May 27, 1918  
SIBERIA MARU .... 18,000 tons, for San Francisco, June 11, 1918

## FOR HONGKONG DIRECT

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company and Canadian Pacific Ocean Services, Ltd.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager.

North China Insurance Co.'s Building

'Phone No. 3229.

(Entrance, 71 Szechuen Road.)

# CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

# S.S. CHINA

(AMERICAN REGISTRY)

WILL SAIL FROM SHANGHAI FOR

# SAN FRANCISCO

VIA NAGASAKI, KOBE, YOKOHAMA AND HONOLULU  
JUNE 24, SEP. 3

AN UNSURPASSED HIGH-CLASS PASSENGER  
SERVICE AT INTERMEDIATE RATE  
REDUCED RATES TO MISSIONARIES

## FOR HONGKONG

JUNE 11, AUG. 22

(On the outward voyage the steamer will come up the river and will be based at the Shanghai and Hongkong Wharf Co.'s Hongkong Wharf, Entrance at No. 34 Broadway.)

G. J. PETROCELLI, FRT. AND PASS. AGENT

NO. 6 KIUKIANG ROAD.

'PHONE 4773.

4TH FLOOR

"Sooner or later" is a smooth-sounding phrase, but the man who uses Want Ads knows that it pays to DO IT NOW



第三版

## SHIPPING

## N. Y. K.

## NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government  
SAILINGS FROM SHANGHAI  
(Subject to alteration)

## EUROPEAN LINE

For London or Liverpool via ports  
(For Liverpool.)

	Tons
SHIDZUOKA MARU	12,500
KAGA MARU	12,500

## AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C., and Seattle, Wash.

SUWA MARU	21,000	Capt. T. Sekine,	May 19
FUSHIMI MARU	21,000	Capt. T. Iriawata,	June 16
SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and K-be.)			
KASUGA MARU	7,000	Capt. K. Itano,	May 10
CHIKUGO MARU	8,000	Capt. K. Saito,	May 14
YAMASHIRO MARU	7,000	Capt. Y. Nakajima,	May 21
SHANGHAI, MOJI, KOBE AND OSAKA LINE			
CHIKUZEN MARU	5,000	Capt. N. Nojiri,	May 8
YAWATA MARU	7,000	Capt. K. Yagi,	May 11
KUMANO MARU	9,500	Capt. S. Saito,	May 15
OMI MARU	7,000	Capt. M. Machida,	May 18

## FOR JAPAN

HIRANO MARU	16,500	Capt. H. Fraser,	May 14
KORE TO SEATTLE			
KAMO MARU	16,000	Capt. R. Shimidzu,	May 31

## FOR HONGKONG

KATORI MARU	19,000		June 25
KASHIMA MARU	19,000		June 2

## FOR MANILA AND HONGKONG

FUSHIMI MARU	21,000		May 20
SUWA MARU	21,000		July 22

## AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila.)

AKI MARU	12,500		May 22
WAGO MARU	14,000		June 19
NIKKO MARU	10,000		July 17

## MALAY LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage.)

## BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information, apply to  
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.  
Tel. Address: Yusen, Shanghai.

## CHINESE GOVERNMENT RAILWAYS

## TIENTSIN-PUKOW LINE

## TIME TABLE

(Published by order of the Administration)

000 - Midnight, 1330 - 130 p.m.  
July 1st, 1917, and until further notice

Mail	Mail	Local	Miles	Peking-Mukden Line	Local	Mail	Mail
101	8.	1.			2.	102.	
2008	808	300	0	dep. Peking	2204	1900	1002
2346	1119	685	84	arr. Tientsin-Central	1904	1700	720
2350	1117	685		dep. Tientsin-Central	1908	1658	710
000	1118	686		arr. Tientsin-East	1904	1645	700
1810	580	220	524	arr. Mukden	2204	1000	
Tientsin-Pukow Line							
Local	Mail	Local			Mail	Local	
5.	3.	4.			4.	5.	
718	1130	0		dep. Tientsin-East	1705	1612	
728	1100	271		arr. Tientsin-Central	1615	1602	
745	1200	78		dep. Tientsin-Central	1631	1547	
1138	1500	78		dep. Tsingchow	1332	1221	
1457	1748	148		dep. Tientsin	1048	948	
1801	2021	148		arr. Tientsin	806	606	
Shanghai-Nanking Line							
Local	Mail	Local			Mail	Local	
5.	3.	4.			4.	5.	
800	2081	220		dep. Tientsin	758	1812	
1009	2281	268		arr. Tientsin	601	1542	
1300	088	318		dep. Tientsin	349	1311	
1315	018	377		arr. Tientsin	330	1256	
1558	318	420		dep. Tientsin	120	1082	
1816	440	420		arr. Tientsin	2336	810	
600	437	523		dep. Tientsin	2339	2007	
1146	828	523		arr. Tientsin	1938	1442	
1204	840	600		dep. Tientsin	1946	1442	
1457	1132	681		arr. Tientsin	1648	928	
1848	1300	681		dep. Tientsin	1530	728	
Yenchow-Tientsin Branch Line							
Express	Express	Express			Express	Express	
16.	10.	15.			15.	10.	
2300	1430	1410		dep. Nanking	1415	650	
700	2130	193		arr. Shanghai-North	714	2300	
Linchow-Tientsin Branch Line							
Express	Express	Express			Express	Express	
16.	10.	15.			15.	10.	
900	1300	1300		dep. Tientsin	1300	1300	
1000	1400	1400		arr. Tientsin	1400	1400	

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST" Conventional Signs.

300 - train runs on Thursday only. 230 - train runs on Friday only.

300 - on trains marked thus passengers must hold additional place tickets.  
B - train has buffet car with regular meal serviceS - train has sleep. accom. 1st & 2nd class. s - train has only 1st class sleep. accom.  
Application for sleeping accommodation at \$5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsichowfu or Pukow.

By Order.

THE TRAFFIC MANAGER.

Tientsin, July 1917.

Large Display Advertisements  
intended for the Sunday issue of The China Press  
should be sent in before 5 p.m. on Friday.Positions Sought For  
Former War ChiefsJellicoe And Trenchard To Be  
Given Posts As Soon  
As Possible(Reuter's Agency War Service)  
London, May 2.—In the House of Commons today Major Baird, Secretary of the Air Board, stated that Sir William Weir was considering the best way of utilising Major-General Trenchard's great qualities.

Mr. A. Bonar Law stated that the Admiralty still hoped to utilise the services of Admiral Sir John Jellicoe in an important position but owing to Sir John Jellicoe's high rank it was not easy to find a position acceptable to him. An important post had been offered to Sir John Jellicoe who, for reasons highly creditable to him, could not accept it.

## News Brevities

Another hawk appeared in the Mixed Court yesterday charged with participation in the rioting near Hongkew Market Wednesday. The man was seen on the street Friday and recognised as one of the rioters by Detective Inspector Reeves.

The inquest on the body of Mr. W. K. Stanion, found dead with a rifle bullet through the head in his home at 25 Wong Ka Shaw Gardens Friday, was begun by Mr. G. W. King, the British coroner, yesterday. Evidence of identification was taken and the inquiry was then adjourned until next Wednesday.

Forty-five deaths were recorded among the 59 cases of cerebro-spinal fever in Hongkong for the week ending April 27.

The Distinguished Service Medal has been awarded to Lieutenant G. R. S. McEldin of the British Air Service, it is learned.

The British Postmaster desires to acknowledge with thanks the receipt of books, magazines, etc., from Messrs. W. McIntosh, R. W. Ross, A. S. Pearson, D. McAllister, C. Allan, Messrs. Maitland and Co. Butterfield and Swire, Dodwell and Co., Maitland and Pearson, Shipping and Engineering, British Postal Agents at Hankow and Ningpo, Messrs. F. L. Marshall, W. Wanderland, A. S. P. White-Cooper, F. L. Robbins, R. S. Adams, A. L. Anderson, A. C. Newcomb, G. H. Benwell, R. F. C. Master, C. Howard, W. Stevenson, R. Marcel, D. L. H., E. W. N. and Anon.

Mr. M. de Nascimento, Secretary of the Portuguese Legation, who has been acting Consul General at Shanghai and latterly took charge of the Consulate at Canton, is now in Shanghai en route for Peking, where he will resume his previous position.

The British Postmaster announces that British Postal Orders are now payable in India at the fixed rate of 1s. 6d. per rupee instead of 1s. 5d.

Mr. Thomas Sammons, United States Consul-General, was the principal speaker at the meeting of the Society for Constructive Endeavor yesterday at the Oriental Hotel. He has been recently elected an honorary member of the organization. Mr. C. T. Wang made a report on the progress of the membership campaign for the American Red Cross Society. In the absence of the President, Mr. C. C. Nieh, Mr. Y. C. Tong, vice-president, presided at the meeting.

A Chinese boatman and a tailor were charged in the Mixed Court yesterday with being implicated in an armed robbery at Kashing in which \$1,600 in currency, 400 ten-cent pieces and a quantity of jewelry were stolen. The case was remanded for two weeks.

A petition made by Mr. M. L. Heen for letters of administration to be issued to him in the estate of Mr. Henry A. Jaeger, who died in Shanghai in December, 1916, was heard in the United States Court for China before Judge Charles S. Lobinger yesterday. The petition was granted. The petitioner was authorized to pay all claims against the estate and ordered to distribute the balance of the assets, two-thirds to the guardian of the decedent's minor child and the remaining third to the widow.

## OPERATIONS IN EGYPT

(Reuter's Agency War Service)  
London, May 2.—An official despatch from Palestine reports:

We resumed our operations westward of the Jordan yesterday.

While our infantry attacked the enemy in the foothills southwestward and southward of Es Salt, the Australian mounted troops entered the village and took thirty-three Germans and 317 Turks prisoners.

During these operations the mounted brigade which watched the crossings of the Jordan at Jisr-ed-Dami was attacked and forced back by a superior force of the enemy who had crossed the river during the night. The batteries of horse-artillery supporting this brigade in the very difficult and broken country were obliged to abandon nine guns. The necessary support for the detached brigade was immediately forthcoming.

Our operations are proceeding. We repulsed local attacks at several points westward of the Jordan.

Royal Flying Corps  
Convalescent Home

(Overseas Club Fund)

The following donations to the above fund have been received:

Anon.	\$100.00
Rev. W. Hopkyns Rees	10.00
Capt. W. Henderson	5.00
"Pound Money"	2.00
H. A. Macray	50.00
	\$167.00
W. C. D. Turner	Tia. 10.00
L. Midwood	50.00
	Tia. 60.00

A. H. Hallam,  
Hon. Treasurer,  
Shanghai Branch.

## Rubber Outputs

	March	April
Alma	22,800	29,500
Amherst	3,353	3,984
Anglo-Dutch	82,500	77,000
Anglo-Java	187,000	162,000
Ayer Tawah	22,000	20,759
Batu Anam	28,527	17,723
Bukit Toh Alang	10,338	10,500
Bute	10,612	12,624
Chempedak	6,300	9,000
Chemor	15,126	14,752
Cheng	14,030	15,076
Consolidated	49,314	
Dominion	36,109	36,877
Gula Kalumpung	62,400	68,800
Shipped to London	48,160	54,481
Java Consolidated	78,000	69,000
Kamunting	15,588	19,845
Kapala	7,752	8,350
Kapayang	6,076	7,687
Karan	35,801	34,586
Kroewok		
Langkat	70,181	58,751
Padang	20,000	19,000
Permatia	4,510	
Pengkalan	9,473	
Rapah	9,500	10,000
Samarang	10,000	12,600
Semambu	12,713	10,967
See Kee		
Senawang	25,128	30,553
Shanghai-Malay		
Shanghai-Kelang	9,952	10,040
Shanghai-Kelantan	14,500	
Shanghai-Seremban	7,570	8,045
Shanghai-Pahang	15,797	16,481
Shanghai-Sumatra	60,510	50,220
Sua Manggis		
Sungala	6,535	
Sungel Duri	16,928	20,635
Talping	10,759	
Tanah Merah	30,000	26,200
Tebong	56,000	58,000
Ulobri	4,006	4,013
Zianghe	78,000	61,000

## Mail Notices

## MAILS CLOSE

For Japan:—  
Per N.Y.K. s.s. Chikuzen M. May 7  
Per N.Y.K. s.s. Kasuga M. May 10  
Per N.Y.K. s.s. Yawata M. May 11  
Per N.Y.K. s.s. Chikugo M. May 13  
Per N.Y.K. s.s. Kumano M. May 15  
For U.S. Canada and Europe:—  
Per N.Y.K. s.s. Suwa Maru May 19  
From U.S. Canada and Europe:—  
Per T.K.K. s.s. Korea Maru May 7

## Passengers Departed

Per N.Y.K. s.s. Omi Maru for Japan:—Mr. and Mrs. H. W. Andrews, Mr. J. A. Platt, Mr. G. C. Schneider, Miss M. Temple, Messrs. S. Hattori, K. S. Lessner, S. J. Bettines, Mrs. Fu, Mrs. M. Kanno, Mr. and Mrs. Smith, Messrs. F. W. Rawthorne, F. J. Weir, K. Tanaka, Mr. and Mrs. MacHaffie, Mr. Y. Yamaguchi, Mrs. A. Pontiloff, Mr. P. Batalline and Mr. B. Laming.

## Eden Hospital

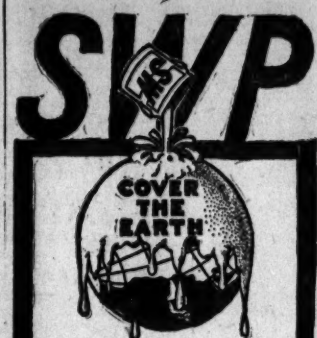
Dept. of Venereal Diseases  
and Wassermann LaboratoryP372 Nanking Road  
(opp. Lloyd Road)Hours: 10-12; 2-4 Daily  
Dr. JAMES YUKING, Supt.

## Restaurant

Regular Dinner from 7.30  
to 9.30 p.m. High class  
meals and short orders  
served at all hours.The Astor Grill Rooms  
13-14 BroadwayHONMA HOSPITAL,  
No. 24 Miller Road. Tel. North 2961.Dr. T. YAMADA,  
(former Assistant at the Imperial  
Universities at Tokio and  
Fukuoka.)Internal Medicine,  
Children's DiseasesDr. K. HONMA,  
(former Assistant at the Imperial  
University at Fukuoka.)Women's Diseases,  
Confinement, Surgery,  
Skin Diseases,  
Venereal Diseases

## Sailed from Shanghai

For London, etc.	
Kitano Maru	Apr. 17
For Liverpool	
Iyo Maru	Apr. 6
For San Francisco	
Tenyo Maru	Apr. 12
China	Apr. 13
Venezuela	Apr. 27
Shinyo Maru	Apr. 30
For Seattle	
Katori Maru	Apr. 28
Manila Maru	May 4
For Vancouver	
Empress of Asia	Apr. 13
For Marseilles, etc.	
Altantique	Mar. 26
For Port Said	
Nichyo Maru	Apr. 27



## It Lasts—

SWP, Sherwin-Williams Paint,  
Prepared, serves a  
real purpose—pro-  
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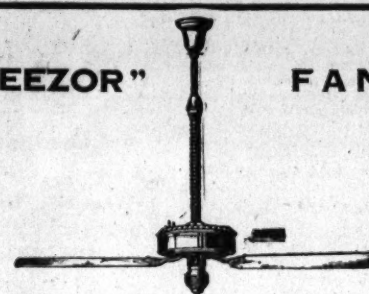
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## Seventh Historical Concert

by

## Mirovitch-Piastro

Tuesday, May 7th.

## Mr. MIROVITCH will play:

LISZT: A Dream of Love, No. 3  
An bord d'une source.  
Campanella.

## Mr. PIASTRO will play:

BRUCH: Fantasia on Scottish Folk Melodies.  
TSCHAIKOWSKY: Serenade Melancolique.  
BAZZINI: La Ronde des Lutins

## Mr. MIROVITCH will play:



# Business and Official Notices

## Shanghai Race Club

Spring Race Meeting, 1918.  
12th, 14th and 15th May.

TICKETS of ADMISSION have been sent to Members and their wives.

A LIMITED number of Tickets of Admission to the Grand Stand can be obtained from the Secretary, on the nomination of any Member, with the approval of the Stewards, on or before 4 p.m., on Saturday, 11th May, at a cost of \$10 each.

APPLICATIONS FOR GRAND STAND TICKETS MUST BE ACCOMPANIED BY CASH.

The issue of Free Tickets of Admission to the Grand Stand for Ladies is limited to the Wives and Daughters of Grand Stand Ticket Holders.

Tickets of Admission for the three Official Race Days and Off Day, to the unreserved part of the Enclosure only, may be obtained at the Gate or from Messrs. Kelly & Walsh, Ltd.

Price, \$6 each for Gentlemen.  
\$3 each for Ladies.

Single Day Tickets are obtainable at the Gate only.

Price, \$3 each for Gentlemen.  
\$2 each for Ladies.

Tickets for the "Off" Day are obtainable at the Gate only.

Price, \$1 each.

Tiffin and Tea Tickets for Members and Grand Stand Ticket-holders only, may be obtained at the Grand Stand on the Race Days.

Price, Tiffin Tickets, \$2 each.  
Tea Tickets, \$0.50 each.

The Tiffin interval will be after the Third Race each day.

THE RACES WILL COMMENCE PUNCTUALLY AT 11.30 A.M. EACH DAY.

By Order of the Stewards,  
A. W. OLSEN,  
Secretary, Shanghai Race Club.

17853

## The Yangtze Insurance Association, Limited

### NOTICE TO SHAREHOLDERS.

A Dividend at the rate of Thirty per cent., being Eighteen Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable, in Taels at Exchange 73, at the Chartered Bank of India, Australia & China or the Hongkong & Shanghai Banking Corporation, Shanghai, on and after this date, to Shareholders of Record on the 22nd April, 1918.

By Orders of the Board of Directors,  
W. S. JACKSON  
General Manager.

Shanghai, 29th April, 1918.

17761

## Fresh Butter.

"DAISY" BRAND  
"MEADOW" BRAND

We beg to notify our Customers that owing to the difficulty in securing supplies, we are temporarily out of stock of Fresh Butter but we are expecting a large shipment to arrive early in May, sufficient to meet all requirements for some considerable time.

GEDDES & CO., LTD.

Importers.

## OVERSEAS CLUB

Members are kindly directed to the Special Performance, given under our President's patronage, by HARMSTON'S CIRCUS on Monday, May 6th. Members will oblige by keeping the date in mind, attending and bringing their friends with them. Mr. Harmston is giving us most generous terms, and it is hoped that a considerable sum will be secured for the R.F.C. Convalescent Home.

For the Committee,  
HAROLD BROWETT,  
Vice-President.

May 2nd, 1918.

(This space kindly lent by Garner, Quelch & Co.)

## Notice To Mariners No. 657.

China Sea.

Foochow District.

Min River.

Kinpi Middle Ground—  
Southern Channel.

Buoy Established.

NOTICE is hereby given that a Red Conical Buoy has been established in about 9 feet of water to mark the channel to the southward of the Kinpi Middle Ground, Min River. From the Buoy the Headland on the southern side of the Kinpi Pass bears N. 69° E., distant 3 2/3 cables.

All bearings given are magnetic and depths are those of Low Water of Spring Tides.

By Order of the Inspector General of Customs.

T. J. Eldridge,  
Deputy-Coast Inspector,  
for Coast Inspector.

THE MARITIME CUSTOMS,  
Coast Inspector's Office,  
Shanghai, 4th May, 1918.

## Shanghai Race Club

### SPRING RACE MEETING, 1918

### NOTICE

Only Bank-notes issued by the following Banks in Shanghai will be accepted at this Race Meeting:—

Chartered Bank of India, Australia and China  
Bank of China (Shanghai Issue)  
Bank of Communications (Shanghai Issue)

Bank of Taiwan  
Banque Belge Pour l'Etranger  
Banque de l'Indo Chine  
Banque Industrielle de Chine  
Commercial Bank of China  
Hongkong & Shanghai Bank  
International Banking Corporation

Mercantile Bank of India  
Netherlands Trading Society (Nederlandsche Handel-Maatschappij)  
Russo-Asiatic Bank

Yokohama Specie Bank.

By Order of the Stewards,  
A. W. OLSEN,  
Secretary, Shanghai Race Club.

17852

### 17 MAI.

Til festligholdelse av dagen avholdes middag paa Palace Hotel kl. 8 p.m. Liste til tegning er utlagt paa Generalkonsulatet. Norske damer, der tegnes, indbydes av komiteen. Listen indrager 14 ds.

Det norske Generalkonsulat i Shanghai 4 mai 1918.

T. KNUDTZON,  
fung. Generalkonsul.

Business and Official Notices are Continued on Page 17 & 19

## W. Z. ZEE & SONS

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Phone Central 1860

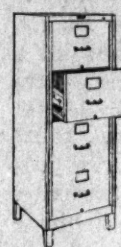
Chinese Dept.  
Phone Central 1625

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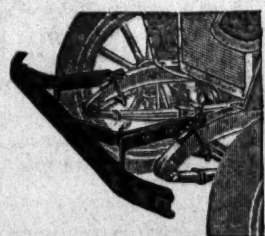
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## The Stewart AUTOGUARD

Guards you and your car against the annoying, troublesome and, sometimes, expensive accidents, which you are sure to meet with sooner or later.

For particulars, apply to the Sole Agents,

The Shanghai Horse Bazaar & Motor Co., Ltd.

## LEARN LANGUAGES BY LISTENING ON YOUR OWN PHONOGRAPH

at home with Disc Cortinaphone Language Records. Write to us for FREE booklet today;  
Endorsed by Leading Universities.  
AMERICAN SCHOOL OF CORRESPONDENCE  
34 Nanking Road, Shanghai.

## GREAT CHEAP SALE

for two weeks only

Beginning Monday, May 6th

Laces, Embroideries, etc. at greatly reduced prices, lowest in town.

Call and Inspect

The Lace Bazaar Co.

88 Szechuen Road

### EDUCATIONAL

LADY with knowledge of music, French, English and Russian languages, gives lessons, would accept position in office or as private secretary. Apply to Box 177, THE CHINA PRESS.

17786

### TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consular, syndicate, journalistic, commercial and official translator work, undertakes translation in English and Chinese of agreements, petitions, letters, legal documents, advertisements, etc. Please apply to Chang Nieh-yun, c/o 1 Museum Road, or P.D. 150 Haining Road, opposite West End Lane.

### MISCELLANEOUS

FREE SERVICES: Anything you can't buy, or sell, on reasonable terms, or wish to inquire and know something. Apply to Cosmopolitan Exchange, 17 Nanking Road.

17825 M.9.

A private Dairy under foreign supervision would like a few good customers for pure unskimmed milk at \$1 for 6 large bottles. Apply to Box 167, THE CHINA PRESS.

17818 M.5.

### OFFICES, TO LET

17 MUSEUM ROAD, ground floor, sets of large offices and godowns, ready for occupation. Tls. 220. Apply to 10 Yangtzepoo Road. Also offices to let in THE CHINA PRESS Building.

17783 M.7

## Classified Advertisements

2 cents a Word  
Minimum Charge 40 cents

All Advertisements must be Prepaid

Replies must be called for

### SITUATIONS WANTED

POLISH MAN. who has several years' experience, in mercantile firms and banking offices, bookkeeper, with knowledge of English, French, Russian, desires position, 1st-class references. Apply to Box 209, THE CHINA PRESS.

17842 M.8.

WANTED position by young man, knowledge of English, French and Russian. Moderate salary. Out-ports no objection. Please apply to Box 208, THE CHINA PRESS.

17841 M.5.

CHINESE possessing fair education in English and Chinese wants secretaryship, interpretship, clerkship, proofreadership. Good pay necessary. Apply to Box 217, THE CHINA PRESS.

17859 M.7.

RUSSIAN young lady seeks position with children. Terms quite moderate. Knowledge of English limited. Apply to Box 215, THE CHINA PRESS.

17856 M.8.

EXPERIENCED LADY stenographer, British, desires position afternoons only. Apply to Box 199, THE CHINA PRESS.

17828 M.7.

AMERICAN college graduate, experienced office executive, typist, correspondent, knowing several languages. Seeks position. Willing to travel. Apply to Box 186, THE CHINA PRESS.

17803 M.8.

WANTED, extra work after office hours, by a youth, very industrious and confidential. Please reply to Box 188, THE CHINA PRESS.

17807 M.7.

### HOUSES TO LET

TO SUB-LET, unfurnished. Temple Lane, Western Lane, new five room house. Rent Tals 55. On Tram Line. Sub-Lessee to purchase, electric fittings, screens, kitchen stove, etc. Exceptional opportunity. Apply to Box 207, THE CHINA PRESS.

17840 M.5.

TO LET, from June 1st to September 1st, French town, five roomed house, complete furnished, screen, tennis court. Apply to Box 214, THE CHINA PRESS.

17856 M.8.

FOR RENT: Small house, 10 Studley Avenue, Tals 30. Furnishings for sale. Immediate occupation. Apply to Box 210, THE CHINA PRESS.

17849 M.5.

TO LET: No. 20 Robinson Road. A residence of eight excellent rooms with attic, garage and outhouses, building thoroughly renovated. Rent Tls. 75. Apply premises or Hammond, No. 38 Nanking Road.

17791

TO LET: A very convenient unpretentious four large roomed house, very well-furnished; has large attic for another room, garage and small garden. Lease of one year or longer. Tls. 115 monthly. Apply to Box 202, THE CHINA PRESS.

17832 M.5.

TO LET: Elegant 7 roomed detached residence, best part European district, from July 1st. Rent Tals 110. Apply to Box 191, THE CHINA PRESS.

17810

TO LET, 484 Rue Eugene Bard, at Dubail tram. Excellent 6 roomed semi-detached residence. Rent Tls. 70. Apply premises or Hammond, 38 Nanking Road.

17793

### APARTMENTS

#### WINDSOR HOUSE

14-15 Quinsan Gardens

Comfortable rooms front and back, (with bathrooms and verandah), to let. Good table.

Telephone North 482.

#### No. 8 Quinsan Gardens

Tel. N. 1946.

To let one large bedroom and sitting room combined, with closed verandah and bathroom attached. Facing South. All modern comforts. Suitable for two Bachelors, or small family.

#### ORIENTAL HOUSE

31 Boone Road

To let, one large back room and also one large attic room, facing garden, with bathroom attached. Moderate prices. Table under the personal supervision of the American proprietress. Tel. North 1102.

17757

WESTERN DISTRICT: To let with board, large well-furnished double room, facing south, suitable for married couple or two bachelor friends. Hot and cold water, telephone. Apply Mrs. Thomas, 18 Love Lane.

17804

TO LET, completely furnished flat, on Range Road (facing south). Allies. Apply to Box 173, THE CHINA PRESS.

17770 M.14

TO LET: Two nicely furnished rooms with board, Western district, American family, immediate occupation. Apply to Box 203, THE CHINA PRESS.

17833 M.7.

TO LET, Western district, two well-furnished rooms, in private family, with board if required. Apply to Box 206, THE CHINA PRESS.

17837 M.7.

TO LET: Well-furnished residential flat, near Bund, every convenience, suitable for gentleman or married couple requiring first-class home. Apply to Box 198, THE CHINA PRESS.

17827 M.7.

TO LET: Furnished or unfurnished rooms, with or without board. Terms moderate. Apply to 12 Fearon Road.

17826 M.8.

TO LET: Central location near Bund, two large and exceptionally well-furnished airy bedrooms, suitable for bachelors or married couples. Good board. Phone and elevator. Occupation June 1st. Apply to Box 196, THE CHINA PRESS.

17822 M.7.

TO LET: Large handsomely furnished room in private flat, with couple only. Private bath, hot and cold water and shower attached. Telephone, near Bund, no board, to one gentleman only. Apply to Box 190, THE CHINA PRESS.

17809

### APARTMENTS WANTED

WANTED: 6-8 rooms for boarding house in European section. Address to Box 194, THE CHINA PRESS.

17817

SMALL FLAT, furnished or unfurnished, wanted at once, Hongkew or Western district. Please apply stating terms to Box 195, THE CHINA PRESS.

17821 M.5.

WANTED by two American bachelors, an apartment or house, very well furnished, located in the Central or Western Districts. Apply to Box 169, THE CHINA PRESS.

17758 M.4.

Amusement Advertising will be found on Page 17

### SITUATION VACANT

WANTED, by an American firm, capable and competent engineer salesman; one used to estimating and figuring on interior building construction. Must be able to understand blueprints. References desired. Apply to Box 212, THE CHINA PRESS.

17851 M.8.

WANTED: First-class accountant. Reply stating nationality, salary expected. Applications will be considered strictly confidential. Apply to Box 216, THE CHINA PRESS.

17857 M.6.

WANTED, stenographer for temporary employment, at Northern port. Apply to Box 201, THE CHINA PRESS.

17831 M.7.

WANTED: Competent Chinese bookkeeper, who can take complete charge of books. One who has a good knowledge of English, and is a good typist, preferable. Good wages. Apply to Box 91, THE CHINA PRESS.

17770 M.14

WANTED: Experienced Chinese stenographer-typist. Must have a good knowledge of the English language. Good wages. Apply to Box 92, THE CHINA PRESS.

17770 M.14

### Exchange and Mart

FOR SALE: One riding and driving pony, also harness and victoria if desired. Apply to Box 213, THE CHINA PRESS.

17854 M.7.

WANTED to buy, quiet riding pony, as a hack. Please state price, to Box 205, THE CHINA PRESS.

17838 M.7.

FOR SALE: One second-hand Kerosene Marine motor, 45 B.H.P., complete, in good condition. Apply to Box 211, THE CHINA PRESS.

17850 M.11.

FOR SALE: One L. C. Smith "ball-bearing" typewriter, in A1 condition. Apply to Box 184, THE CHINA PRESS.

17843 M.5.

WANTED Hornless gramophone and 30 to 50 instrumental and orchestral records in good condition. State particulars and price, to Box 204, THE CHINA PRESS.

17834 M.7.

WANTED to purchase, a bull terrier dog, either pup or full grown; must be a thoroughbred. Reply, stating price and particulars, to Box 200, THE CHINA PRESS.

17830 M.10.

FOR SALE: Two new Studebaker Buses, 12 passenger capacity. For full particulars apply to Box 192, THE CHINA PRESS.

17815 M.5.

FOR SALE: 200 tons of old baled newspapers U.S. brand at low price. Those interested please communicate with The Eastern Syndicate, 128A Szechuen Road. Phone 3255.

17811 M.8.

WHITE LEGHORN eggs, \$3.00 setting, from a good stock of healthy birds. Poultry Farm, 816 Gordon Road, Telephone West 1114.

17598

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double. Y.M.C.A. Barber Shop, 120 Szechuen Road.

17806

FOR SALE: 12 h.p. Remington heavy duty kerosene marine engine. Complete with reverse gear and all fittings. In A1 condition. Apply C. R. De Witt, No. 38 Rue Baron Gros.

17792

WANTED: A German police dog. Reply stating price, age of dog and whether trained. Apply to Box 172, THE CHINA PRESS.

17766 M.4.

HOUSE for sale: One semi-foreign house on North Honan Road Extension, No. 28. A good bargain, owner leaving for other province. Apply to premises.

17642 M.5.



# The Romance of Billy Sunday's "Rodey" and the Grand Opera Prima Donna



"Rodey"—Homer Rodeheaver and the Trombone that Helped Make Him Famous as Organizer and Leader of the Great "Billy" Sunday Choir.

How the Famous Trombonist of the "Sawdust Trail" Fell in Love With the Metropolitan Star Despite All

the Evangelist's Warnings Why He Oughtn't

PHILOSOPHERS and other savants never have been able to agree on a definition of love. There is one thing, however, they all admit. That is that love is no respecter of persons. Sometimes it causes great embarrassments for young people who fall in love with each other when there are serious reasons why they shouldn't.

A striking example of this "unreasonable-ness" of love is the remarkable romance of Homer Rodeheaver, Billy Sunday's "man Friday," and the beautiful May Peterson, who, according to Billy Sunday's often quoted sermons about the stage, is one of "The Devil's Brats"—as he has frequently called all actresses.

Almost from the first time they fixed their eyes upon each other, in the midst of a revival meeting, these two have been convinced that they could never live without each other. They tried for a long time to convince themselves their hearts were foolish; that it was just a passing fancy. They tried the plan of not seeing each other—not even writing. But it was no use. They decided love must have its way.

And yet as Sunday would see it, no doubt, there are many reasons why they should never marry each other.

"Rodey," as the evangelist affectionately calls him, is, next to Sunday himself, the principal factor in every Billy Sunday revival. His trombone always leads the big revival choirs. Whenever Billy Sunday mounts the platform "Rodey" and his trombone are already there. Sunday has often said "Rodey" is just as responsible for bringing in the trail hitters as he himself.

Miss Peterson is one of the famous prima donnas of New York's Metropolitan Opera Company. Billy Sunday says her whole professions is vicious. In many of her roles she wears the extremely low-necked gowns which Billy Sunday declares are among "sin's worst abominations." Sometimes, even, her opera costumes are extremely diaphanous, the kind that Billy Sunday says make "even a bad man blush." She is a highly successful star of that same stage to which Billy Sunday usually refers as the recruiting place for Hades.

"Rodey" has always boasted that whatever his "chief" says is "a good thing to bet on—he's always right." Every time the revivalist has preached one of his famous sermons against the stage and its people "Rodey" has followed by leading the choir with especial gusto. So, according to both him and Billy Sunday, he should never have fallen in love with a prima donna. Billy Sunday hasn't had anything to say about it yet, so no one knows if he will make an exception in the case of his trombone playing assistant and thus relieve one of the embarrassments in the romance.

On her part, too, there are lots of reasons why Miss Peterson is embarrassed by the choice her heart has made.

She always has said that she didn't believe any grand opera prima donna had a right to marry. Just a short time ago she said to one of her audiences:

"I should love nothing better in the world than to marry and have quantities of children, but then I would have to give up grand opera and the stage, and I do not believe any singer should do that. My father told me my voice was given me that I might bring happiness to others and do good in the

world, and I believe him. I would be shirking my duty to the world if I entered upon the duties of a home. I would like to, but I know I mustn't."

She said that while she was vainly trying to persuade herself that she could be happy without acknowledging to herself that she really was in love with the trombone player and that she'd never, never marry him. Now the engagement is formally announced by which the prima donna admits that the only way out of her dilemma she has found is to embarrass herself by doing what she oughtn't to do because love makes her want to.

One of the strange things about the romance of "Rodey" and the grand opera prima donna is that its foundation was the Methodist hymn book.

Billy Sunday has always said the best way to "get at" a sinner's heart is to bring him under the spell of a "good, old Methodist hymn." It was because Rodeheaver could play Methodist hymns on his trombone better than anybody else could sing them, that he took the trombone player into his partnership.

"Whoever sings a good hymn, and puts his heart into it, will never want to go to such degrading places as the theatre and the opera for music," Sunday says in his sermons. "He won't have room in his soul for the music of the devil." "Rodey" has always agreed to that.

"The best training any singer can have for grand opera is to be found in the Methodist hymn book," says Miss Peterson. All who can sing one of the old hymns and sing it well, are intended for opera—and will succeed there if they work hard enough," she explains.

"Grand opera is one of the silly, inane accessories of the foolish clique of vicar-ridden hypocrites we call society," Billy Sunday says in his sermons. Will the prima donna whom "Rodey" loves persuade the evangelist to change his mind about grand opera for "Rodey's" sake? Or will "Rodey" change his mind about hymns being better music than grand opera? Or will Miss Peterson change hers about hymn singing being only a stepping stone to the footlights?

Just a few years ago Miss Peterson was a choir girl in a church at Oshkosh, Wisconsin, of which her father was the pastor. The members of the church had complimented her upon the "pretty way" she sang hymns ever since she joined her father's choir, so when she had saved three hundred dollars she announced that she was going to a big city to study music.

She went to Chicago, where a voice teacher heard her, and advised her to go abroad, saying that she evidently had enjoyed exceptionally splendid training at home.

"The expert was astonished when I told him I had never sung anything but hymns," Miss Peterson says. "Then he said hymn singing must be mighty fine training."

The future prima donna went to Paris and Rome, and studied with great teachers, all of whom agreed that the hymns she sang at home had been invaluable preliminary training.

After her triumphs in Paris, London, Petrograd and other centres of grand opera in Europe, Miss Peterson returned to her native land and became the youngest prima donna at the great Metropolitan, and declared she would never fall in love, because that would take her from the stage.

Then Billy Sunday opened his New York revival campaign, and his managers sought for singers to lead the great choir of hundreds of voices planned for the Billy Sunday Tabernacle.

When the call was sent out for volunteers for the choir there appeared at the choir-master's office in the Tabernacle a pretty young woman, who said she would be glad to sing as often as they wanted her. They asked her name and she replied, just "May Peterson."

"That's the same name as that of one of our great prima donnas," said the choir-master. He was speechless when the volunteer replied, "Yes, and we're the same person."

On the opening night of the revival campaign Miss Peterson sang in the front row of the choir when the first hymn was called for. "Rodey" led with his trombone. His experienced ear detected the beautiful tones lifting high above the chorus of amateur voices. He turned to look for the singer and his eyes looked full into the pretty ones of

the prima donna, who couldn't keep hers off the trombone player.

It was the next day before "Rodey" learned that his principal singer was a famous prima donna. After that they mostly just looked at each other, until the revival was almost over. "Rodey" was a little shy of the grand opera star, it appeared. But love finds its way—even if it does lead to embarrassing dilemmas.

Billy Sunday, although he is an ordained minister, has never performed but one marriage ceremony. The evangelist learned afterward that this marriage did not turn out well. There was a separation within a few months. He announced then he would never perform another marriage ceremony unless he was sure, with personal knowledge, that the young people were intended for each other. He promised, however, to perform the ceremony for his assistant, "Rodey," when the proper time came.

This "proper time" almost came when "Rodey" announced his engagement to Miss Georgie Gay, an orphan who had become a protegee of "Ma" Sunday and who traveled with Mr. and Mrs. Sunday. Miss Gay also was a singer, and always sang with the choir during revival meetings.

Shortly after "Rodey" met the prima donna Miss Gay sued him for \$50,000, de-

Miss May Peterson, the Choir Singer Who Became Metropolitan Grand Opera Star and Who Has Promised to Marry Mr. Rodeheaver,



© MISHKIN STUDIO.



Georgie Gay, whose \$20,000 Judgement Against Mr. Rodeheaver for Breach of Promise of Marriage Was Compromised for \$5,000 Just Before the New Engagement Was Announced.

claring that he had promised to marry her and had changed his mind. The courts in Chicago awarded her \$20,000. When the time came for "Rodey" to pay the judgment, however, his former fiancée relented and told him she would be satisfied with only \$5,000, which he gave her.

Sunday was greatly disappointed when this romance of "Rodey's" was shattered. Whether he will give his favor to the new one depends, perhaps, upon whether he can forgive Miss Peterson for being a prima donna because of her fondness for the same hymns "Rodey" plays.



# New Spring Walking Dresses

Sober Colors and Lines in the Season's Gowns Are Dictated by the Sober Days of War



A Smart Example of the Simplicity of the New Season's Apparel

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and N. Lake Shore Drive, Chicago.

By Lady Duff-Gordon  
("LUCILE")

TWO marked departures will register themselves upon the consciousness of the looker-on when smart folk meet this Spring. He or she will be struck first with the new soberness of colors; second, with the strikingly new silhouette.

The entry of this country into the world struggle for the ideals of democracy have tempered the gaiety of your nation. The new solemnity of mood is being reflected in the selection of Spring and Summer wardrobes. Sober colors will dominate. Dark blue will be more generally worn than ever before for walking suits and for utility gowns. But the sedate shade will also be employed in trimmings and in combination with other colors. Taupe will be second only in

favor for street costumes. That color, that is a mingling of the dun of a dust cloud and the gray of smoke, yet has a warmth and individuality that are prepossessing, will be the queen consort of colors, provided you will accept the figure that dark blue is to be king.

The monarch of Spring colors will, however, be changeable in moods. The blue will be graduated from a cheerful shade of Spring-like tone to the stately hue we have for several seasons known as midnight blue. Occasionally you will find it touched to brightness by the introduction of rose color.

Taupe, which we have previously seen combined in relieving company of rose and yellow, has transferred its society to blue.

("Lucile"  
Models)

A Conservative Spring Model for a Utility Suit

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## TELLS BRITAIN'S SHARE IN GREAT SACRIFICE

Gen. Kenyon Cites Figures For  
A New York Association—  
Says She'll Go On

### TELEGRAM TO PRESIDENT

Wires Mr. Wilson That His Poise  
And Courage Give An Exam-  
ple To The World

New York, March 28.—Brig. Gen. L. R. Kenyon of the British Army, addressing the Broadway Association at the Hotel McAlpin yesterday, uttered a warning against the "German propaganda" which pretends that England has not done her full share in the war and that her colonies and her allies bear the chief burden of sacrifice. General Kenyon quoted statistics of British casualties showing that England and Wales, supplying 70 per cent of the total armed forces sent into the war by the British Empire, sustained 76 per cent of the casualties, as compared to 24 per cent of the total casualties sustained by Scotland, Ireland, Canada, Australia, and all the other colonies.

"We need not go very far to find the source of these lies," declared General Kenyon. "They are spread by German propagandists to create distrust and discord among the nations allied against Germany in this war for democracy."

He pointed out that if it had not been for the British Navy the Atlantic Ocean by this time would have been virtually a German lake and Germany would have brought the havoc of war to this side of the world. As to the land forces, official reports on the relative proportions of men in the British forces as compared to the populations contributing, exclusive of India and Africa, showed that England had given one out of every seven men, Wales one out of every eleven men, Scotland one out of every seven, Ireland one out of every twenty-six, and the Dominions one out of every fifteen. The relative proportions of men and casualties were:

	P. C. of P. C.	Armed of Cas-
		Forces. ualties.
England and Wales.	70	76
Scotland	8	10
Ireland	6	6
Colonies	16	8

"These figures," said General Kenyon, "tell the story. The British peoples have done their share and are prepared to keep on doing their share. We are fighting for a cause dearer to us than life, and we will sacrifice gladly and willingly that the cause may win. In one month, last November, when the front was active, we lost 135,000 men. Such a list would have taken up every page of The New York Times from the first to the last for several days."

With reference to the present German offensive, General Kenyon said: "It doesn't matter if we have several setbacks, we have got to see this thing through."

Governor Whitman was to have been one of the speakers at the luncheon but legislative business in Albany prevented his attendance. Governor Edge of New Jersey devoted his address to a discussion of the proposed traffic tunnel under the Hudson, which has already been voted for by the New Jersey Legislature. The Governor told of the appropriation by his State for making surveys and promised that as soon as New York undertook by legislative enactment to pay its half of the total expense he would call a special session of the New Jersey Legislature to put the project through. He estimated the total cost of the project at \$12,000,000. He also advocated a belt connection of all of the railroads now having terminals in New Jersey.

Jefferson D. Thompson presided. Another speaker was the new Deputy Police Commissioner for traffic, John A. Harris. The following telegram was sent to President Wilson:

To The President, Washington, D. C.:  
The Broadway Association of 600 business men, assembled today, by a rising unanimous vote send this message of confidence and good-will to you in this hour of the nation's trial: Your poise and courage in the crucial events of the week have proved an example and an inspiration to the democratic peoples of the world, united now and for ever for justice, humanity, and freedom.

JEFFERSON DE MOTT,  
President.

## SPAIN TAKES ISSUE WITH GERMAN PLAN

Refuses To Accept Berlin's  
Claim To Control Over  
Spanish Coastal Trade

Madrid, March 15.—Spain has at last reached the point when it says to Germany that it does not and cannot accept the policy of the latter in regard to Spanish shipping, and that a new understanding must be immediately developed. If this does not appear a very extreme measure it is at least going some what farther than Spain has ventured before. The Government has informed Berlin that it cannot accept the latter's recent declarations amounting to an exercise of complete control over Spanish coastal trade and the regarding of really everything that is carried by Spanish ships on the high seas as contraband of war, even such unwarlike material as paper pulp being proscribed.

It appears that some strong resistance will be offered now and the negotiations of the immediate future are regarded with anxiety. Nevertheless it must be said that the Cabinet is far from being agreed in the matter. There is a majority, backed by public opinion, that believes the demand has come when Spain, in defense of her legitimate interests, must break off all diplomatic relations with Germany, but the minority, which takes the extraordinary attitude that Germany is justified in torpedoing the Spanish ships because what they carry is contraband of war, is powerful, and thus it is said that Spanish diplomacy is paralyzed by ultramontane and militarist influences. This situation is reflected in the laconic and indefinite statements made by the Premier from time to time upon the situation, and causes continual rumors of Cabinet dissensions which may bring about a collapse of the Government.

The recent recall of the German naval attaché, von Krohn, at the demand of Spain, seems to indicate an increasing ascendancy on the part of the majority, and their position is strengthened by the repeated German attacks on the Spanish coastal trade which the minority can find no means of defending. It appears to be the German scheme to set up a long argument upon the question, and in the meantime to effect what is called a veritable dismemberment of Spanish sovereignty by trying to impose upon the Spanish shipping, engaged only in trade in its own territorial waters, a system of granting certificates of safety by the German consuls, inspection of the ships and cargoes for the purpose of granting such certificates, and other such annoying humiliations. It is considered as inconceivable that Spain can lend herself to such an abridgment of her rights and her national dignity, and certainly opinion is completely against it.

The leading Conservative journal, La Epoca, which, till quite recently, stuck out stanchly for the most perfect neutrality, is now one of the most open advocates of a change of policy, and is not for any more temporizing. The important newspaper, El Imparcial, in a strong editorial upon the subject, says that it will have to be understood that nothing carried by the Spanish ships may be declared as contraband of war except projectiles and the materials for making them, and that Germany cannot torpedo Spanish ships unless she satisfies herself that such contraband is being carried. It is added that it is clearly evident that Spain cannot accept the declarations of contraband as made by the German Government, that she does not recognize the license of the submarines to torpedo without limit, and that clause 13 of the Hague Convention does not prevent her from importing arms and munitions. La Epoca, speaking for an opposite political party, approves of these sentiments, and says that it agrees with its contemporary that the time has come to do something more than fold arms and send ineffective notes to Berlin, when Spanish ships are being continually sent to the bottom.

Despite the other serious cases that have arisen since, it appears that that of the Giralda, which is the only one upon which Germany has yet replied, is to be made the test. The circumstances in this case are overwhelmingly against Germany, who has not a shadow of excuse, but yet refuses all satisfaction. The ship was proceeding from Huelva to Paisajes with a cargo of iron pyrites only, and when the commander of the submarine questioned the captain as to her destination, he asked where Paisajes was, saying he

had never heard of such a place. The German commander was informed that it was an important port in the north of Spain, and on its being pointed out to him on the map his only comment was that it was very close to France and he assumed that the Giralda was going there. It is obvious that protests are useless in face of such an attitude. Firearms and bombs were being brought on the deck of the submarine while the captain of the Giralda was being questioned. The story has been circulated by the Germanophiles that the submarine had had previous cause to be suspicious of the Giralda, her cargoes, and her destinations, but Captain Diez, who was in command of the ship, said that no question had ever been put to him, nor was there ever any ground for suspicion.

It is clear that notwithstanding their arrogant declaration a section of the Germanophiles in Madrid are uneasy in this matter. One of their newspapers, La Accion, is quite candid, and meets with the reproband of some of its supporters in consequence. "This case of the Giralda," says La Accion, "like some others which have occurred since the war began, appears to make it clear that the honor and the rights of our flag have been attacked. If that is the case, we feel confident that Germany when she comes to know the full facts of this torpedoing, will give us satisfaction. It could not be otherwise, because in the political and diplomatic relations of the two countries there is no cause nor any interest which could in any degree explain any deliberate scheme on the part of Germany to make an enemy of us. We believe, on the contrary, that it cannot be convenient to Germany to awaken angry feelings in a country in which so far she has counted upon so much deep sympathy."

Upon this and other sinkings, Senor Gimeno, a firm friend of the Allies, according to the Romanones standard, has made some plain statements. He has said, among other things, that the national life of Spain will be gravely endangered if the criterion is applied that a ship may be sunk by one of the belligerents if it carries a very small proportion of its cargo which is not definitely regarded as contraband, but which is arbitrarily judged as such by the said belligerent.

One of the pro-German newspapers, El Debate, is now making an attack upon the Premier, on the ground that he is financially interested in some of the shipping companies that have suffered by the torpedoings and which have been engaged in carrying contraband and the Premier has replied. He says he had read the article on the torpedoing of the Giralda and the imputations made against him, and all he has to say is that at the request of a number of friends that he would take an interest in a Spanish company which had for its object the transport of coal between Spanish ports—an affair that had no connection whatever with the work of the Government—that he had employed some of the savings he had made from his professional labors in this way and was nominated as a vice-president of the company, at only one of whose meetings he put in an attendance; that when he accepted the office of Premier he at once resigned that vice-presidency and sold all his shares in the company, not feeling himself to be in a position to give any further attention to the business; that during the few months he was associated with the company the steamship Giralda had nothing to do with it in any way, neither in the way of being owned or leased by the company, and that this appears to have been the case up to the end of last December, and consequently it is not true that he has ever had anything to do with the Giralda or the transport of pyrites.

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It is recalled that when the Count de Romanones was Premier the Germanophiles set up an agitation against him, declaring, among other things, that he was abusing his office by making money out of the war through companies in which he was concerned, supplying materials to the belligerents.

Germany has just made another curious statement in regard to the escape of the submarine U. B. 293 from Cadiz. Recently the Government has been further pressing Berlin upon the subject and the latter has now made the proposal that to satisfy Spain, instead of sending the U. B. 293 back to Cadiz, another German submarine should be interned at Pola, the Austrian port, for the period of the war. It is, of course, unlikely that the Spanish Government will agree to any such extraordinary proposal.

Up to the present time nearly 60 Spanish ships have been lost since the beginning of the war through the German activities, and a curious discussion has arisen in some of the Spanish newspapers as to the proportion that has been lost under the various Spanish governments that have been in office in that period. The Conservatives claim that their record is the best, and that during the 22 months they were in power only five Spanish ships were torpedoed, while during 21 months when governments of other complexions were in office 45 vessels were sunk by submarines, not counting the Belgica, the Bayo, and the Baquiu, which were sunk through contact with mines. These, says the foremost Conservative organ, are strange statistics that cause one to think.

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# AUTOMOBILES



SHANGHAI, SUNDAY, MAY 5, 1918

## Autos Will Take The Lead In Exports After The War

U. S. Must Look To Her Laurels, Says Official Of General Motors—Fifty Million Cars Will Be Needed

By P. S. Steenslap  
(General Manager, General Motors Export Company)

During 1916, 21,000 trucks valued at \$55,000,000; 56,000 passenger cars valued at \$40,000,000, and \$22,000,000 worth of parts were exported from the United States, a total of \$117,000,000. During 1917, 10,000 trucks valued at \$45,000,000; 65,000 passenger cars valued at \$48,000,000 and \$27,000,000 worth of parts were exported, a total of \$117,000,000. These exports should be compared with the total production of motor cars, which during the last five seasons were approximately as follows:

1913—	500,000	valued at	\$425,000,000
1914—	570,000	valued at	\$460,000,000
1915—	890,000	valued at	\$690,000,000
1916—	1,580,000	valued at	\$1,150,000,000
1917—	1,970,000	valued at	\$1,330,000,000

With these figures should be compared the estimated total European production of from 100,000 to 150,000 cars during 1914, the last normal year prior to the war (exact figures are not available).

The future measure of civilization in any country will probably be the number of automobiles in that country. No other agency has been as influential in increasing the knowledge and wealth of all peoples on earth.

When we consider what the motor car has already done for this country we can get an inkling of what the motor car will do for other countries in the near future and of the tremendous future possibilities of the motor car business in all foreign countries.

### 50,000,000 Cars Required

Should we take a slide rule and calculate the number of automobiles required in the world (per capita) if all the countries were as well supplied with motor cars as this country we would find the astonishing figure of approximately 50,000,000 motor cars. While it probably will take many generations for some foreign countries to reach the degree of civilization of the United States, that goal will be bridged some day, and it will be some bridge, when it is reached, that will lead to the world outside of America there are today probably fewer than 1,000,000 motor cars.

In considering the future development of the motor car business throughout the world we must not lose sight of the fact that during the war the nations of the world have run into our debt in an amount greater than their total debt to us at the outbreak of the war. In addition to that the world has been sending us gold in enormous quantities in payment for food and war materials. When the war is over and the governments come to discharge their indebtedness to us, being short of gold, they will naturally wish to pay in goods or services. We must not lose sight of the fact that under the stimulus of war demands our manufacturing facilities and our production of all products, whether manufactured or raw material, have reached a capacity exceeding our ability to consume. After the war then we will be in the position of having a surplus for exportation and yet finding all the other countries anxious to ship us goods in order to thereby discharge their debts.

We have for the last two years "suffered" from war prosperity rather than benefited thereby, as our production has been of an unnatural kind and not due to the natural increase of trade, but because of the tremendous requirements of the nations at war they had to resort to the use of our manufacturing facilities while their own were unavailable.

### U. S. Should Look To Laurels

It is therefore well that we should ponder over the best means of maintaining our trade in the overseas countries after the war, especially in the lines which were, and will be, manufactured in Europe and which European countries will be able to export. Europe owes us a lot of money; she owes large amounts to various other countries not at war, which have been exporting raw materials of all kinds. After the war is over, if Great Britain wishes to pay Argentina for meat in motor cars she will not find it easier to sell her motor cars there than we if we demand cash in New York. Will not like conditions obtain in many other places throughout the world?

Economists seem to agree that immediately after the war there will be a period of tremendous industrial expansion, when, in addition to supplying our own delayed requirements, we will also be called upon to supply certain requirements of many European countries, at least until they can get ready to take care of themselves. I believe we must look ahead and beyond that period and prepare for the time when this artificial demand will cease and when we will have to face a contraction of commercial business in this country added to the stoppage of the manufacture of war supplies.

Then our American manufacturers will finally and definitely wake up to the importance of export trade and make belated efforts to rehabilitate domestic business contraction by increased export business.

Unless our financial institutions, when that time comes, are in a position to assist us to meet European competition in foreign fields by such reality of terms as the occasion may demand, we shall find ourselves impotent to retain the business which was so easily gotten during the war

the time domestic business has a spurt, that is the time to be long-headed enough to take care of the export business as well as the domestic business and not, as many have done in years gone by, sacrifice the export business with little or no ceremony when there is a domestic demand sufficient to take care of our production.

### Difficulties Of Exporters

If the difficulties which are confronting American exporters after the war were fully appreciated by lawmakers there would be no hesitancy about passing the Webb bill, which has been approved twice in the House, but which still remains a bill only and not a law. If our exporters were at a disadvantage before the war, they surely will be so after the war, if our European competitors are going to be able to combine while co-operation is denied us. In Great Britain the manufacturers are all alive to the competition to come; intensive industrial co-operation is planned; research work is encouraged, and financing plans are being developed by the government in aid of exporters. Government reports have repeatedly shown that co-operation at home is needed if our manufacturers are to be able to meet the competition of other countries on even terms. If foreign exporters can co-operate and by co-operation reduce the cost of obtaining business to a minimum surely our exporters cannot afford to go out and pioneer their product singly.

The year before the war England and France each built from 30,000 to 40,000 automobiles a year, and Germany and Italy combined about as many. In spite of reports to the contrary it is safe to assume that under the stress of war work these European factories could not be ready to immediately plunge into the commercial manufacture of passenger cars at the cessation of hostilities.

No matter how high duties may be placed on American cars after the war, we will nevertheless be the only country in the world in a position to produce motor cars when wanted, and that will be at once. They will be wanted at once because motor cars will be absolutely essential in the carrying on of the rebuilding of devastated territories, especially as reports indicate that the motor cars which have been used in war service are largely in unfit condition for commercial purposes.

Much has been said about the plans which have been made by the British and French manufacturers to commence production of passenger and commercial motor cars immediately after the war is over. These rumors must be largely discounted, because British manufacturers have had their business disorganized now for a considerable length of time and have certainly lost a great deal of good will through no fault of their own. This condition will be found to have been

aggravated through the inability of the British factories to furnish the colonial agents with spare parts while the industry was completely suppressed, and nothing will lose good will quicker than failure to supply spare parts and to maintain the good name of one's product. We know in our own business how essential it is to keep dealers promptly supplied with spare parts and how quickly the failure to supply parts is resented. To keep its dealers without spare parts for two years would spell calamity to the motor car business in any country.

## Delivery Difficulties Told By Export Head

"To overcome the shortage of railroad cars, the motor car factories have during the last six months, driven thousands of cars from factory to destination," says S. P. Steenslap, general manager of the General Motors Export Company, in a letter to foreign agents. "It has not been unusual for a fleet of fifty cars to start out at once on their own wheels from Michigan for Massachusetts, Florida or Texas. New cars often cover distances of from 1,000 to 2,000 miles on their own wheels before being delivered to the purchaser."

"We have realized the difficulty of driving motor cars intended for export from the factory to seaboard as the foreign buyer would probably not approve of receiving a car, the varnish of which has become dull through a 1,000 mile trip through all sorts of weather, before being boxed; or the tires of which had been considerably worn during such a trip. "It is possible, however, that we may be forced to this method of shipping cars to you in the future although we will not consider doing so until the weather conditions improve."

"The above will give some inkling of what the factories have had to contend with this winter."

## This Is Something Owners Should Clip and Paste Up

Beginners in motoring will be very much the same in some ways when automobiles have been in use a hundred years as they were when automobiles were novelties. They will forget to put gasoline in their tanks. They will wear themselves out cranking the engine—or letting the starter do it—with the ignition switch turned off. They will burn up their engines by forgetting to put oil in the crank case. In short, they will do all those funny-picture stunts that are such a source of revenue to the repair man.

So it is up to the dealer to pass out the same old warnings to his customers that he did in days of yore, and to watch over their early toddling with the same fatherly solicitude.

Remind them that there must be gasoline in the tank, oil in the crankcase, water in the radiator, and air in the tires. If the fan belt is loose or the hose connection leaky or plugged up there will be overheating. If there is loose wiring, there will be an interruption in the flow of electricity, and trouble in ignition or starting or lighting. If the storage battery is not filled with distilled water, it will deteriorate and either curtail its activities, or, in an extreme case, cease them altogether. If valve stems and push rods are not oiled, they will squeak and wear.

Ordinary grease cups are not automatic; they will not screw themselves down. Neither will the nuts on the spring bolts or the spring clips keep themselves tight without assistance. The steering gear housing needs soft grease, the gear shifting mechanism under the floor and the clutch and brake mechanism require oiling. Brakes must be adjusted, or trouble may follow on the first steep hill. Lubricant between the spring leaves really makes the car ride easier.

The dealer can add to this list as much as he pleases or as much as the individual peculiarities of his car may demand, but he will do the best thing by himself and his owners by remembering that it is only the exceptional owner of his first car who learns from the experience of others.—Automobile Topics.

## New York's Auto Growth

Some interesting facts reflecting the use of motor vehicles in New York State are presented in the figures for 1917 just compiled by Secretary of State Hugo, whose office has charge of the registering and licensing of automobiles and chauffeurs, reports the New York Times. With a total of 411,567 motor cars registered during the year, New York is preeminently the Empire State of the country in respect to automotive use for both pleasure and business, showing an increase of more than 90,000 cars over 1916. Notwithstanding the war and the enforced curtailment of production in the motor industry, Mr. Hugo predicts that at the close of the present year the State records will show fully half a million automobiles.

freight have directed attention more forcibly this year than ever before to the value of the motor vehicle as a serviceable transportation medium. In this respect there is no question of the "essential" uses of the automobile, and the commercial branch of the motor industry is beginning a period of rapid and efficient development to meet the manifold requirements of quick interchange of commodities.

Thirty per cent of all the cars in the State, 125,161, are in the five counties composing New York City, and more than half of the licensed chauffeurs, 74,493 of a total of 133,686. Only two counties have less than 1,000 cars. Hamilton with 254 and Schuyler with 532. The value of the automobile as a revenue producer is amply attested in the \$4,284,114 paid into the Secretary of State's office in 1917.

While New York heads the list of States in the number of its motor vehicles, having about one-tenth of all the cars in the United States, its ratio, based on population, of one to every twenty-three inhabitants, is exceeded by several of the agricultural States of the Far and Middle West, a significant fact which tells the story not only of the American farmer's prosperity, but the widespread recognition by the farmer of the many benefits he is able to derive from the motor car.

## \$13,000,000 Order Is Held By Studebaker

The Studebaker Corporation is understood to have orders for Government work amounting to \$13,000,000, and it is stated that the consummation of these orders may operate to reduce the production of passenger cars to substantially below the 50,000 mark reached in 1917.

## Shut Off The Engine When The Car Stands

Never allow the engine to idle when the car is stopped; shut it off. It is no trouble to start it again with modern electrical starting equipment. It is very true that it takes only a small amount of gasoline to operate an idling engine, yet if a record is kept the total amount of fuel wasted in this way will be staggering to most owners.

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## LIBERTY MOTOR RESULT OF THREE YEARS' WORK

Packard Head Says Famous Engine Is Outcome Of Long Experiment By Engineers

Emilen S. Hare, President of the Packard Motor Car Company of New York, is authority for the statement that the Liberty airplane motor is the outcome of three years' work on the part of Packard engineers.

"When the engine was redesigned to meet the requirements of conditions on the western battlefield," said Mr. Hare, "French and British experts offered many valuable suggestions, and Major Hall, formerly of the Hall-Scott Company, assisted Major Jesse G. Vincent, formerly vice-president of the Packard Motor Car Company, in the actual work."

"When we took up the development of a twelve-cylinder automobile motor three years ago we also took up the production of airplane motors, because in the development of such motors we would gain much valuable experience that would aid us in the production of an automobile motor, and also because we knew there would be a field for an airplane motor of this type. In the development of these motors we naturally studied all of the European engines, as there were no other twelve-cylinder engines being manufactured in this country at that time."

"Last June we offered this engine to the Government. The motor which we offered weighed about the same as the present Liberty motor, but developed only about 200 horsepower. French and British experts pointed out that we had provided too great a factor of safety, thereby adding unnecessary weight to the engine. The engine had been built to pass the Government test, that is, a fifty-hour block test running at a maximum load. In other words, that it should develop a maximum amount of horsepower for fifty consecutive hours without a stop."

"Our engineers pointed out that if they were allowed to reduce the factor of safety below the minimum required by the Government they could produce an engine that would develop a much greater horsepower per pound. They were instructed to go ahead, and as a result the new motor, which produced one horsepower for every two pounds, was produced."

"In the designing of this motor it was necessary to change some of the parts of the original engine, such as the oiling system, but in reality the engine was the Packard engine, with the reefs let out in order to obtain a greater horsepower. This engine we agreed to turn over to the Government for the duration of the war. Any one who can compare the new Liberty motor with the present Packard motor will see the similarity at once."

"To those versed in the art of building motor the statement that the plans for an entire new motor were developed in five days will be hailed as impossible. The fact that only five days were consumed in redesigning the motor shows how few changes were actually made in the original plans. The original motor was the result of three years' work and an expenditure of about half a million dollars."

"The Aircraft Production Board felt that it would be best in the furtherance of their war plans at that time not to put this motor out under the name of the Packard Motor Company. Although we have been working for years with a view of perfecting this engine we agreed. There is no longer any need for holding this information back."

## Many Packards Arrive For Service In France

That the Packard trucks which have been shipped from Detroit have arrived in France in large numbers is shown by a letter just received at the Packard factory from a former truck salesman, now a member of a medical unit in overseas service.

"With hundreds of Packards running around it is hard to believe we are in France," he writes. "American products follow us and we are able to purchase American tobacco and certain foods at the commissary."

"In one day nearly a hundred Packards, accompanied by two tank trucks, passed through here on their way from the seaport base to the front. Our hospital is located in a quaint old French town hundreds of miles from the firing line."

"We now have five three-ton Packards and expect some more which will be equipped with X-ray outfits and sent to the front. These trucks are to be used in hauling medical supplies to the front all along the line, a haul of not less than 250 miles each way."

"These trips range from warm to cold climates, from level to mountainous country, and from good to bad roads, and are a thorough test of Packard efficiency and durability."

## Arizona Cotton Used In Making Of Tires

The latest Government crop estimates indicated a 1917 cotton yield for the whole country of 80 per cent, which promises a total crop of about 12,000,000 bales—600,000 more than last year, but 4,000,000 less than three years ago. The highest announced estimate for any State was that covering Arizona—87 per cent. Cotton growing activities there are confined largely to the big plantation of several tire manufacturers near Phoenix and Mesa.

## Parcel Post By Motor Truck To Meet Food Emergency

Motor Routes From Farm To City Is United States Government's Latest Plan

By Frederic J. Haskin

Washington, D. C., April 3.—Parcel post service by motor truck, direct from the farms to the cities, is the latest scheme of the government for meeting the present food emergency. Already several motor-truck routes have been put into operation in the eastern section of the country, and the Post Office Department will extend them just as rapidly as funds are made available.

Last fall, in spite of all that was said and done concerning food conservation, thousands of tons of garden truck rotted in the fields because the congested condition of the railroads prevented its transportation to the nearest markets. This year conditions are much worse. The shipment of perishable produce is becoming increasingly difficult, owing to delays in transportation. The railroads must attend to the needs of the army first, and to those of the civilian population afterwards.

But even if unlimited freight space were available, many fertile farming districts, capable of supplying large quantities of food, would still be handicapped by the distance to railroads. "You have only to look at a map to discover how inadequate are American transportation facilities," said the other day Fourth Assistant United States Postmaster General J. I. Blaklee.

Mr. Blaklee has a roll of several large maps on the wall of his office here in Washington which he calls his "horrible examples." He pointed to one of these showing the southern section of the United States. "Why does the southern farmer prefer to grow cotton?" he asked, and immediately answered his own question. "Because his transportation facilities are so inadequate that cotton is the only thing he can ship with safety."

Then he proceeded to point out hundreds of small towns in the South, located twenty and thirty miles from the nearest railroad station. Many of them lay in fertile valleys between the mountains—splendid agricultural country—but naturally the farmers are not going to plant crops that are apt to perish in the long drive from the farm to the railroad station. For even the parcel post is carried by the old-fashioned stage-coach in these remote sections.

### The Lack Of Transportation

This lack of quick transportation is by no means limited to the South. Pennsylvania is supposed to have the best system of railroads of any state in the Union, and yet many farmers in Pennsylvania are handicapped by the same situation. Only the other day the Post Office Department received a letter from a Pennsylvania farmer, several miles from a railroad, declaring that he could supply city markets with 25,000 eggs a year if he had direct transportation facilities.

Another farmer in the state of Virginia asserted that bushels of potatoes went to waste on his farm this year while people in the cities were paying a dollar a peck for them. He could not afford to pay the transportation charges from his farm to the railroad station thirty miles off, he said. In addition to the freight charges, to farmers such as these the motor-

truck service of the Post Office Department opens the way to the city market. At the same time it opens up a new source of supply to the consumer. The service is still in the experimental stage, of course; comparatively few routes have been established. Numerous questions are still to be settled, such as the expense of maintaining such a route, the upkeep of the roads, the size of the loads to be carried and the length of the routes, but, according to Mr. Blaklee, if the truck system is once put into operation all these questions will answer themselves. The same objections he asserts, were raised before the inauguration of the parcel post.

### Things Already Done

An instance of what the postal motor-truck has already done for a community is shown in the case of the small town of Kennet Square, Pennsylvania. A few years ago, Kennet Square was a tiny village, with a tiny post office and a postmaster with a salary of about \$1,200. The receipts of the post office itself were never above \$2,000 a year, a year. And this, in spite of the fact that Kennet Square lay in the midst of a fertile agricultural country, particularly adapted to raising mushrooms.

Mushrooms, however, are a highly perishable product, and Kennet Square was off the main line of the railroad and hence handicapped in getting them to the great mushroom market in New York. It was as if the town had a gold mine but no tools with which to get the gold.

Then the Post Office Department started a motor truck route between Oxford and Philadelphia, which passed Kennet Square. Direct communication between Philadelphia and New York was afforded and the farmers started cultivating mushrooms on a large scale for the city markets.

Today the postmaster in Kennet Square is a busy man with several assistants and the receipts of his office are approximately \$62,000 a year, which is enough to pay not only all the expenses of the office but of the motor truck service as well. It is estimated that 1,000 pounds of mushrooms go forward by this postal truck service to New York. One man has fifty-four mushroom houses.

There are two trucks a day. One leaves Oxford at 5.30 in the evening and gets to Philadelphia at 8.30 the next morning. The other leaves Oxford at 8.30 in the morning, and gets to Baltimore the same day.

### Saving The Fruit

A good example of the need for parcel post truck service is afforded by the situation of a peach-grower twenty-five miles from Washington, D. C. This orchardist will have 100,000 twenty-five pound baskets of peaches to ship between July 30 and October 10. If the peaches are not shipped when ripe they will rot. An excellent market is afforded by the capital city close at hand. And Washington needs the peaches, for labor shortage and transportation troubles combined with a swollen population are going to make fruit and vegetables scarce here this season.

A parcel post truck service in his vicinity would solve this man's problem.

lem. It would enable him to advertise in the local papers and sell direct to the housewife.

Another way in which the truck service may relieve railroad congestion is illustrated by a parcel post truck route which has been established between a truck-growing section, south of Philadelphia, and Atlantic City. Heretofore, all of the garden truck consumed in Atlantic City has been shipped via Philadelphia, causing a wholly unnecessary congestion of traffic there. This route, if it proves a success, will save both shipment and storage, and land the produce in Atlantic City in better condition.

The possibilities of this parcel post service by truck are readily seen to be enormous. There are also some good-sized difficulties. Before you can have a truck service you must have good roads. There are valleys in the Rocky Mountains that could produce enormous quantities of green vegetables, potatoes and small fruits if the produce could reach a market. But they lack not only the truck service, but also roads over which a truck could travel. And it takes a mighty good road to bear truck traffic and survive the strain. The Automobile Association of America is even now lifting its voice in protest because the trucks are cutting ruts in America's pleasure roads.

Manifestly, the thing to do is to make every road a trucking road in the future; for trucks will undoubtedly supplement railroads, just as will waterways, in the great American transportation system of the future.

## 12,000 Gallons of Oil Used At Overland Plant

Approximately 12,000 gallons of fuel and lubricating oil are consumed yearly at the Willys-Overland factories in Toledo to operate and lubricate machinery and in the building and testing of its product. Six million gallons of fuel oil are consumed each year in the heat treating and forge shops. Two thousand barrels of motor oil are used every twelve months. Six thousand gallons of screw-cutting oil for machinery are consumed. Six tank cars—35,000 gallons of cylinder oil for dynamometer tests are used each month. Road testing and operation of cars in the factory's garage require 700,000 gallons of gasoline per year.

## OVERLAND UNDAUNTED BY PLUNGE INTO OCEAN

Hongkong Man And His Machine Slide Off Wharf In Sight Of Crowd

Mr. J. Olsen had a fortunate escape a few days ago in a motor mishap that was witnessed by a big crowd, reports the Hongkong press. Mr. Olsen, with a companion, was driving the car, an Overland, and the ferry passengers at 1 p.m. saw him on the Praya near Star Ferry wharf apparently backing the car to turn. Then there was a great splash and the car and its occupants disappeared over the Praya into the water. There was a general rush, and it was feared that both of the motorists would be pinned beneath the car. Mr. Olsen's struggling led to the supposition that he could not swim and the Indian constable on duty at the pier promptly shed his boots and with turban on jumped in to the rescue. The launches moored nearby proffered boathooks and buoys and all three of the swimmers were pulled out. The car was subsequently lifted back to the Praya with the tackle of a big junk brought for the purpose. The car was not damaged, beyond its wetting. The line of launches was swinging further out than usual else there might have been unpleasant complications to the Overland's somersault.

## Uneven Brakes Cause Of Damage To Tires

When you bring your automobile to a sharp halt before the upraised hand of the policeman at the street intersection have you noticed at times how the rear wheels of the automobile ahead of you act? Have you noticed one buzz round while the other locks? That peculiarity is the penalty of faulty brake adjustment. The locked tire is called upon to resist the pressure of automobile and pavement

alone, the consequence very often being a badly gouged tread.

Before a man sets out in his automobile he should give a thought to his brakes. He should see that both brakes grasp with equal effectiveness and that the brake linings are clean and dry.

If one brake is looser than the other, not taking hold simultaneously, not only is the locked tire damaged, a great piece gouged out of the tread, but the safety of the motorist himself is jeopardized. Properly adjusted brakes give him perfect control over his motor and respond to his touch.

I have seen tires with a section of the side of a man's hand gouged out of the tread when uneven brake tension caused one wheel to lock and slide while the other rolled. Let the wheels keep turning, but under the slackening pressure of the brake and your car will be brought to a standstill more quickly, with greater safety and without detriment to tires.

## 'Ware The Lure Of The Car Tracks

Rough pavements often tempt the motorist to drive in the car tracks where the way seems easier and smoother. This is often more comfortable for the passengers, and where the paving is particularly bad it may be economy thus to protect the car from bumps and unusual vibration. But continued driving in the car tracks is costly to the motorist in tires.

Where the pavement along the edges of the track is rough, the rubber is cut and the fabric is bruised, with the result that the tire is soon ruined. Where one drives over the pointed frogs at switches the tread is often badly cut. Rills on hills should be especially avoided as they usually have thin, sharp splinters at the edges which are likely to cut or puncture a tire.

Continued driving in the car tracks, even where there are no splinters of steel or rough pavement at the side, results in wearing away on the rails the rubber tread, as shown in the illustration. It also causes a sharp bending action of the fabric, which is likely to develop breaks inside the tire.

In time the rubber cover loosens and the fabric weakens from moisture and decay. Later, an unusual bump may result in a blowout while driving on a smooth street. Such abuse of tires shortens their life and is costly to the motorist. If wear appears on one side of a tire it should be reversed on the wheel, i. e., the worn side turned toward the car. A competent tire repair man can make satisfactory repairs if only the tread rubber is worn and the tire has not been neglected too long. —Milesone.

## Tire Tubes Often Put In Casings Wrongly

Goodrich Company Gives Some Useful Tips Regarding Insertion Of Inners

Even experienced drivers make the mistake of inserting tire tubes wrongly in casings, particularly in one regard. The Goodrich company points out. One of the first things to do is to give the bridge nut at the base of the valve stem above the oblong metal plate on the tube a tightening twist with a pair of pliers. The use of pliers is advised in preference to a wrench, as a wrench is too powerful for the purpose and liable to cut the valve through the rubber.

It is surprising how frequently a slow leak is due to the loose fit of the tube around the valve. When the tube is entirely in the casing, jar the tire a few times to seat it. Only after the tire is mounted and fully inflated—in fact, it is advisable to have it slightly over-inflated—is the time to fasten securely the rim nut which works around the valve stem above the rim. With this nut firmly tightened down against the rim, the surplus pressure may be allowed to escape and the tire brought to normal contour for the load carried.

The excess of air pressure acts as a press that firmly seats the metal bridge on the tube into the valve cavity on the inside of the tire. The force exerted on the approximately four inches of metal surface at eighty pounds pressure is thus 320 pounds, and this prevents pinching.



# Overland

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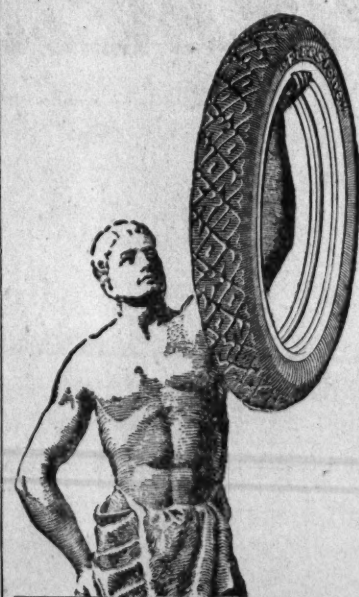
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## NO NEED TO CURB USE OF MOTOR CARS IN U.S.

Experts Take Exception To Suggestion That Pleasure Vehicles Be Stopped On Sundays

Most pertinent in relation to a suggestion by William Guggenheim, of the American Defence Society, that "pleasure" automobiles be stopped from running on Sundays for a period of three weeks is the comment of Elmer Thompson, secretary of the Automobile Club of America, says a New York Motor writer. Mr. Thompson says, in his usual clear-headed way, "We are getting altogether too much advice from enthusiasts not always qualified to speak. It appears that much of this is addressed to car owners. Extravagance and waste can never be defended, but an automobile cannot be defined as a pleasure vehicle. It is a time saver, a business necessity. An enormous army of well-paid men is employed in its manufacture, maintenance and care."

And very pat also in connection with this is a statement from Alfred Reeves, general manager of the National Automobile Chamber of Commerce: "In view of statements from Mr. A. C. Bedford, chairman of the Petroleum War Service Committee, and others, that there is ample gasoline for all needs, it is desirable to operate motor cars for useful purposes as much as possible instead of railroads. . . . How much better off we are than Europe, where the use of motors is limited largely by the supply of gasoline that can be imported. There are only 290,000 motor vehicles in Great Britain, whereas there were more than 5,000,000 registered in this country the first of January. The Bureau of Mines reports our gasoline production at 6,849,000 gallons a day, while our war needs are only 959,000 gallons, and shipments of that amount are limited somewhat by the available tonnage."

There is no fuel shortage in the sense that laying up cars is going to help the least little bit. Gasoline is so plentiful, Mr. Reeves states, that officials at Washington have recommended its free use so that there may be no difficulty about the government obtaining its fuel oil supply, which comes only after the gasoline is taken from the crude.

So let us have no more of that sort of ill-informed advice.

## American Trucks Are Making Good In Fields of France

Eighteen Motors in War Service in 1914 Are Still Going Strong

Speaking to the Maxwell and Chalmers dealers at show time here in New York, Isaac F. Marcossan, who has made five trips to the war zone, said, among other things: "The organization of mechanical transport today is without doubt the finest piece of business merchandising of the war. When this war began Britain had sixty automobile trucks; when I last left France she had sixty thousand."

"I went to a mechanical transport depot once in the North of France, and when I looked on the wall I felt that I was back in Detroit, because there on a great sign I saw the names of thirty-two American trucks and cars. The British officer in charge said: 'We have got so many American cars that we had to set up a special depot for them.'"

"It may interest you men to know that on the 1st of September, 1914, after this war had registered four weeks of its ghastly horror, there were eighteen American motor trucks in France, and today those eighteen trucks are still in commission. I saw one of them myself one night come down the road in Flanders with shells flying through the air. It was hub deep in mud, and I know that I heard a British Tommy say: 'There is some damned thing the matter with these American cars, but the one thing the matter with them, they always run.' That car had been in continuous action since September 1, 1914."

"The regular truck equipment of the British army on the day the war began was eighteen motor trucks in England. She had to have trucks; she had to buy them every place. She scoured the world for anything on rubber tires. The net result is that today Great Britain uses over 122 different kinds of cars. One big truck that she uses has sixty-seven different types. The result of all that is that she has to keep in stock in one place in England 2,600,000 spare parts. The tragedy of the mechanical transport in the war has been that they have not a standardised truck, that there are no interchangeable parts."

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It costs an average of \$1.30 per minute for the 100 to 200 hours of flying which an aviator obtains before he is a crack military pilot. It takes fifty hours of flying before an aviator can get his reserve military aviator certificate.

## Holds Fast Driving Is Not Evidence Of Recklessness

Justice Dismisses Charge Against Motorist Who Drove Rapidly On Otherwise Deserted Roadway

New York, February 3.—A decision of prime importance to all motorists was made a few days ago in the Court of Special Sessions at Hempstead, L. I., by Justice Walter R. Jones.

Sitting in the case of J. Emilen Roosevelt, of Sayville, charge with speeding, Justice Jones decided it was up to the people in such cases to prove reckless driving before such a charge would hold. In other words, the general belief that driving at a speed in excess of thirty miles an hour in New York state is presumptive or prima facie evidence of reckless driving is not sustained in this case. Following as it does upon another somewhat similar case decided about a year ago in favor of another Long Island motorist, it appears to establish the point pretty well.

Mr. Roosevelt, with his daughter, was driving on January 12 into New York from his country place. The back of the car was loaded with produce. On the Merrick Road, between Bellmore and Merrick, the car

was halted by Bertram Hope, a motorcycle man, who alleged that Mr. Roosevelt had been driving forty miles an hour for a part of the three and a half mile stretch indicated. At the trial of the case it was shown that Mr. Roosevelt had slowed down his car in passing several intersecting roads and also had reduced roadway in passing one other car on the road. The policeman himself had to admit that Mr. Roosevelt did drive under thirty miles an hour except, he charged, for a long stretch of road on which there were practically no houses and no pedestrians or vehicles.

The contention was made by Mark Norman, attorney for the Automobile Club of America, of which Mr. Roosevelt is a member, that the evidence showed Mr. Roosevelt to have been proceeding carefully when the safety of other users of the road was involved, and certainly not recklessly in driving freely on an open road without other traffic. The justice apparently agreed with him.

## What To Do When Battery Fails To 'Bat' Correctly

By H. Clifford Brokaw

Have you a battery that will not "bat"? There is nothing more annoying than to have this important part of the car drop out of the .300 class just when you need it to get back home. In these days practically every car is equipped with a storage battery, and when it goes wrong everything else about the car is dead also. Since the battery is called upon to supply "juice" for ignition, lights and for the self-starter, the wise owner will learn what to do when the battery fails.

Occasionally on a car using a self-starter system, the battery becomes discharged and has to be removed from the car and recharged from an outside source; or the battery wears out, or a cell becomes cracked so that it will not hold the liquid, or something else occurs, making it necessary to remove the battery for inspection or repairs. When this happens in the city, usually it is possible to get the loan of another battery from the man who is repairing the one taken off from the car.

There are many cases, however, where removing the battery means laying up the car. This is not at all necessary if the driver knows just what to do upon taking the battery out. It is not safe simply to remove the battery and run the engine on the magneto.

The battery acts as a governor of the output of current from the generator and holds it down to a safe limit. Without the battery it would become excessive and burn out the generator if the engine is driven at any sort of

speed. Without the battery the current has no escape, but is confined to the generator, where it keeps building up and gaining strength until the wires in the generator are overheated and the insulation is burned off. If the lights are turned on at this time the current will be so strong that the bulbs will be burned out immediately.

Sometimes they burn out from the same cause when a wire drops off the battery or there is a poor connection between the generator and the battery. The poor connection prevents the battery from taking the full output of the generator, and the voltage builds up high enough to burn out the lights.

For this reason it is well to inspect the battery connections often and keep them perfectly clean and free from verdigris. The terminals of the battery are tapered usually, and one should be careful to see that they are drawn up very tight, and that they fit, so that contact is made on practically the entire surface.

I have seen cases where the connection was so poor the current would only keep one or two lights burning, and if the other lights were turned on all would be dim, and if the starter pedal was depressed all the lights would go out. When this condition exists there is danger that when the engine is speeded up the lights will grow excessively bright and then burn out quickly.

With The Battery Out

If for any reason it is desired to run the car with the storage battery removed, the first thing to do is to lift the brushes so that they do not make contact with the commutator of the generator or remove them entirely,

or leave them in place and connect them together with a heavy piece of wire. Some systems have the generator brushes may be determined by the fact that they are smaller than the motor brushes.

If the engine is provided with a magneto or a set of dry cells the engine may be started now with a crank and will run on this source of ignition current. But care should be taken to disconnect the light wires or refrain from turning on the lighting switch.

If the engine is not equipped with a magneto or a separate dry cell battery ignition current may be secured by installing a set of six dry cells in place of the storage battery and connecting them directly to the storage battery wires. As the terminals are of such size and shape as not to fit dry cell terminals, it will be necessary to make connection between the dry cell terminals and the heavy battery wires with an extra piece of small sized wire.

With dry cells it is possible to operate the lights for a short time, but if you have far to go in the dark you would better use a lantern and drive slow enough to make sure of safety.

Unlike Storage Battery

It should be understood, also, that the dry cell battery does not act the same in connection with the generator as the storage battery, and it cannot be made a substitute; one should not leave the brushes in the generator and expect the generator to keep the dry cells charged. The action would be the same as though no battery were present. The lights, and very likely the generator, would be burned out.

When installing a dry cell battery in place of the storage battery, the brushes of the generator should not be connected together with wire, but should be lifted or removed, as the wire connecting the brushes will short-circuit and discharge the dry cells if no reverse current cutoff is provided in the system. If in doubt, it is best to remove the brushes.

There are simpler ways of protecting individual systems, and if the driver will take the trouble to learn the peculiarities of the system on his car it may not be necessary to follow these general instructions.

Dry cells are to be had in almost all small towns now, and the owner would be wise to look over the car wiring and generator and see just what he would have to do in case of storage battery failure. Then if he has to make the change in the dark he can go partly by feel, for he may not be able to get a light where it is needed. The car instruction book will give valuable information to the seeker after knowledge, the wiring diagram in particular.

## The Overhead Cam

"In the experimental laboratories and on the drafting boards of many of the automobile factories, as well as in the offices of consulting engineers throughout the country, they are busy with new developments of the overhead camshaft engine," reports one of the leading motor trade publications. "In view of the practically universal employment of this type of drive for the non-rotary types of aviation engine it is very probable that some interesting developments for commercial use are under way."

"It has been freely prophesied that the aviation engine as developed by the war would leave the stamp on the future passenger car and racing power plant. It is not only likely to do this, but it is also quite sure to have its effect on truck engine development, as it is quite well known that certain companies are considering overhead camshaft types for commercial car use. The advantage, of course, is in the direction of simplicity, in that a number of valve actuating components are eliminated."

"For the passenger car engine the greatest advantage is perhaps not the simplicity of the valve mechanism, but the possibility of securing a nearly ideal combustion chamber shape. If the inherent difficulties can be overcome in this type of construction an engine which develops a higher output for a given piston displacement is sure to result. This is due to the reduction of superficial wall area as compared with combustion chamber capacity. It is a well-known fact that the minimum wall area as compared with cubical contents of the combustion chamber is secured when the latter is a hemisphere. It is quite possible with the overhead development to quite closely approach the hemisphere."

"Lubrication of the overhead parts has really ceased to be a problem, because if this can be taken care of under the severe conditions accompanying aviation service it surely can be coped with successfully on a truck or passenger car engine. When the matter is sifted to the bottom it becomes more a matter of cost than anything else, and in view of the growing simplicity of the overhead constructions it is quite natural to assume that the costs on this type are being brought within the bounds where production methods will render them commercial."

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# Health, Beauty And The Home

## Walking for Beauty

By Lina Cavalieri, the Most Famous Living Beauty

**M**ERE physical beauty without a corresponding harmony of form and motion is crude and incomplete. An easy and unconscious walk, combined with perfect grace of movement, lends the crowning touch of loveliness to that girl or woman who desires to win the love and admiration of those around her.

A good walk is a thing of beauty. A bad walk is a pain to the beholder. A bird balancing lightly on the end of a twig is the best model I have ever seen for walking. He seems weightless. He vibrates with the joy of motion. Did you know that the best walkers in the world are the Spanish women? They move with a slight undulation that is exquisite.

A clever writer in describing a good walk said: "Move as though you lived altogether in the upper story." The upper story, in this case, is that part of the body above the waist. The remainder is classed as "the lower story." This is an admirable hint. The upper half of the body should be evident in the walk. The lower should be merely a means to the end of walking.

The walk should invite attention only to the fine poise of the head, the perfect carriage of the chest and the straightness of the back. The limbs should be forgotten entirely. Because any walk which attracts attention to them is always an awkward walk.

Remember the upper part of the body should be as free as though it turned itself upon a pivot. The lower part should be regarded and utilized merely as a pedestal for holding the upper. In walking, as in standing, the weight should rest upon the ball of the feet.

The toes should be turned absolutely at right angles to the body and not pointed slightly outward, as so many do. The knee joints should move easily, and the movement of the

whole of the lower part of the body should be a stately and apparently unconscious motion.

If you will learn to walk well, then you will come to sit well. Some women there are, of course, who stand well and walk well, but sit badly. Indeed, they do not sit at all. They merely lounge. The same law of balance should hold in all. That is, the weight should be evenly distributed, no portion of the body having to bear the lion's share of the burden.

As a rule, the comfortable attitude is the correct one in sitting, though this is not true of the lazy person who hates to walk and who likes to sit with chin lowered upon the breast and carries her abdomen thrust forward. Such a person may think she has the correct "debutante slouch," but she really is nothing but a caricature of the human form.

Let me give you a suggestion. Always sit with the feet resting upon the floor or upon a footstool. Never let them swing without support. Hold your shoulders straight in the erect military position and sit straight, or rest against a straight-backed chair, with the lower part of the body pushed close against the chair-back.

The correct position for walking, and one in which the balance of all parts of the body is perfectly preserved, is almost, but not quite, erect. It should incline very slightly forward above the hips. The weight of the body should rest very firmly upon the soles of the feet, and the ankles should be close together, and yet walk side by side like good neighbors, without in the least interfering with each other. And no matter how fast you walk, never swing your arms. They should hang straight at the sides, with the elbows pressed close to the body.



Mme. Lina Cavalieri.

## Beauty Questions Answered

**WILL** you please give me the formula for a softening lotion for the hands, containing a solution of quince jelly?—E. S.

I have never heard of such a lotion for the skin. However, I would suggest that you try anointing your sensitive hands at night with this English paste:

Pure soap, shaved.....1/4 quart  
Olive oil.....1/4 quart  
Mutton suet.....1/4 quart  
Brandy.....1/4 quart  
Warm the soap, suet and oil until they blend. While they are still tepid pour in the brandy. A few drops of any favorite perfume may be added if desired.

**HOW** can I tighten the skin of my face and make the flabby flesh hard and firm?—F. A.

"Bathe your face night and morning in the following lotion:  
Elder-flower water.....3 ounces  
Witch hazel.....1 ounce  
Tincture of benzoin.....1 ounce

**WHAT** can I do for the ugly blackheads and pimples that make me ashamed to be seen?—MRS. F. D.

Get some green soap (which is a liquid and must be secured from your druggist) and scrub your face nightly with this until all the eruptions are cleared away. Should the skin be unduly irritated in the morning bathe your skin in rosewater or apply a little soothing cold cream. Then whenever your face is washed, which it should be with a good soap and warm water at least twice a day, rinse it off afterward in cold water to which has been added about fifteen drops of benzoin. Massage your face gently at night with a good cold cream like this:

Oil of sweet almonds.....100 grams  
White wax.....50 grams  
Tincture of benzoin.....25 grams  
Rosewater.....25 grams  
Pulverized Tannin.....15 grams

**PLEASE** recommend a good powder that will stay on and not spoil the complexion.—S. F. K.

Here is a powder that has a most delightfully soothing and whitening effect on the skin:

Rice flour.....3 ounces  
Rice starch.....3 ounces  
Carbonate of magnesia.....1 1/2 ounces  
Powdered boric acid.....1/4 ounce  
Orris root.....1/2 ounce  
Essence of bergamot.....15 drops  
Essence of citron.....8 drops

**DO** you know of any safe preparation that will turn dark hair gray?—X.

First, be very sure you want to have your dark hair lose all its beautiful color before you attempt to change its shade. Of course if it is already partly turned and looks streaky and uneven looking, then there is no question but that it will look much better in one tone. All that is necessary is for you to shampoo your hair several times, using liquid ammonia in the proportion of one tablespoonful to a basin of warm water.

**CAN** you advise me of any safe way to reduce an unduly large waist and hips?—L. E. A.

You may look to your diet, because if you will have sufficient courage and determination to cut that down one-third, or even one-half, you will be surprised how rapidly you will begin to lose weight. But this does not mean doing it for a few days only. It will take six months or more to have the effect you desire. Some people get down on the floor (first putting down an old sheet or quilt) and take a daily roll. But to roll off the fat a lot of rolling must be done, and this must be supplemented by long walks in the open air. Any exercise that causes you to bend downward from the waist will be found highly efficacious. Stand in the bathtub and wash your face and hands in the water at the bottom of the tub, or force yourself to lace up your own shoes by stooping over them instead of sitting.

**MY** skin is extremely sensitive and I wish you would recommend a cold cream that will not cause any irritation.—H. L.

It may be that your skin is so sensitive that it cannot stand glycerine. In such a case, you must have a very mild cream, and you should be careful that the soap you are using is not too severe in its action. Personally, I like a good almond soap and here is the formula for my favorite cream:

Almond oil.....2 ounces  
Rosewater.....4 ounces  
Spermaceti.....1/2 ounce  
White wax.....1/4 ounce  
Tincture of benzoin.....2 1/2 drams  
Elder-flower essence.....10 drops

**WILL** you kindly advise me of something that will keep my pretty hair light, without bleaching it in any way?—FRIEDA K.

This can be done by dissolving two tablespoonfuls of simple washing soda in a quart of warm water and giving the hair a thorough shampoo with this mixture once a week, if needed. Or, if preferred, a half a dozen drops of ammonia in the water will help keep the hair light. Also, one teaspoonful of peroxide of hydrogen in one quart of water will lighten without injuring the hair. But you must bear in mind that all this will tend to make the hair dry and brittle, so it would be well to massage the scalp with a little pure almond oil occasionally to counteract this tendency.

**MY** features are good, but I am considered homely because I am afflicted with pimples and blackheads, as well as freckles. Is there any hope for me?—S. V.

Certainly there is. Wanting to look more attractive is half the battle anyway. Our minds have a great deal to do with our appearance; because once you really decide you want to look well, and are willing to make a certain amount of effort to do so—then I can assure you that your mirror will soon give you a wonderful surprise. To remove those pimples and blackheads wash your face in tincture of green soap and afterward apply this ointment:

Benzonated zinc ointment... 1 ounce  
Salicylic acid.....20 grains  
Gum Camphor.....10 grains  
After you get rid of these disfigurements, then apply this preparation every night to the freckles:  
Horse-radish root.....1 ounce  
Borax (powdered).....1 ounce  
Rosewater.....1 ounce  
Glycerine.....1/2 ounce  
Distilled water.....10 ounces

## Putting the Cow's Nose Out of Joint

**T**HE cow is indeed a haughty creature. Did you ever see anything more supercilious than the toss of her head, or more complacent than her stare? But, perhaps, owing to her important position in the community this attitude was justified. For so many years that the memory of man runneth not to the contrary the cow has been the real American queen.

Her comfort and wellbeing were always looked after with scrupulous care. National committees were formed to watch over her health. The choicest grazing lands were her special prerogative, and the highest price in the market was charged for the products she furnished.

Was there ever a time of panic or depression when beef did not go up in price? Not that any special incentive was needed, for beef has always possessed the ability to "rise" to the occasion ever since the days of Mother Goose, when the cow jumped over the moon. From all accounts the much-talked-of "high cost of living" must have been a serious problem in those days also.

But if their way of solving the difficulty was to make a rhyme about it and then go to bed hungry, it is plain that we of the present time are made of vastly different stuff. Frankly, we are tired of the imperious airs of the cow, even as we are of those of the Kaiser, and we intend to put both autocrats back into the class where they belong.

The war has, of necessity, cut into our diminishing supply of beef, and it seemed as if we must all, perforce, become vegetarians, when the Bureau of Fisheries in Washington came to our rescue with the announcement that in seal meat we have a practical substitute for the almost mythical beefsteak.

Seal meat is by no means untried as human food. The Esquimaux use it fresh, salt and smoked, and white men, too, have liked it. But, till now, we have not made any practical effort to use it. The present shortage of food has turned our attention to many unused but valuable products. The Bureau of Fisheries has pro-

vided an experimental canning outfit for the seal islands. The experimenters will corn, salt or smoke the seal meat, as well as can it, in various ways until they determine the best methods of preserving it.

So, within a few months, or even sooner, canned seal will be on the market, states J. B. Harrington, an expert authority on salt water mammals. And as good Americans we ought to feel a personal obligation to give this new product a good test. Therefore, when you see a can with a picture of a fur-seal on the wrapper, take it home and see how many ways you can utilize it.

For seal-meat is not fish; it is red-blood meat. Also, it is plentiful and easily secured. Moreover, for years we have been killing seals for their skins alone, and wasting annually thousands of pounds of meat. So, too, with the whale. It is an excellent substitute for beef. In fact a chemical analysis shows it to contain 98 per cent of digestible materials in comparison with 90 per cent contained in our ordinary meat.

The Japanese long ago discovered whale meat, and only the lordly stupidity of the Anglo-Saxon, which compels us to look with disdain upon the customs of the brown or yellow races, has prevented our utilizing this valuable and appetizing food product.

In parts of the United States where this meat is served we hear high praise of its palatability. It has been served as beefsteak to families who did not detect the fact that it was not beef. It was put on the menu of the Palace Hotel, in San Francisco, last July and immediately became popular. Other large hotels and restaurants there now serve it to their patrons as a matter of course.

Each whale yields about five tons of meat. The modern whale-ships, with their harpoon-guns, make of whaling a matter-of-fact commercial industry. It is a far cry to the old romantic days when sailing vessels were used as whale ships and the pursuit and capture of a whale meant a necessary loss of life.

As in the case of seals, there is every promise of an abundant sup-

ply. Already fresh whale meat is delivered on the Pacific Coast and on the northern Atlantic Coast. It is expected that Boston, New York and Philadelphia will soon have fresh whale meat. So it is only a question of time till whale meat becomes a well-known article of diet. In taste it resembles venison. But for those who dislike the wild meat taste this may be overcome by dipping the meat, before cooking, in hot soda water. The proportion is one teaspoonful to a quart of water.

The porpoise is another mammal of the sea that we will do well to utilize as food. Its flesh is similar to that of the whale, though somewhat darker in color. The use of this meat is still in the experimental stage, but be sure we soon will have found a way to make it of service. For if we are to "feed the world" we must let nothing useful for that purpose go to waste; we must, in fact, learn to use "all the pig but the squeal."

No housewife can afford to turn up her nose at any product that can be used for food to-day. Even though your mother did not care to try out these new fads in her kitchen that does not absolve you from trying. Conditions were different; we were not facing a nation-wide shortage of food in those days. Furthermore, you must know that it is the meat and protein dishes served to your family that help most to build up the growing bodies of your children, or to repair and renew the worn-out parts of an adult's system.

We have shown that we can save on meat while it is high, or when it is unobtainable, but we should not go to the folly of complete self-denial, where meat is concerned, when these new substitutes give promise of such excellent satisfaction, especially when the family has been brought up to consider this the chief thing on the daily menu. Be fair-minded at least and be willing to try a dainty planked seal stake or a whale outlet, if you have the chance. Of such are wise food conservators made; skeptics are ever those who block the wheels of progress and defiantly checkmate every move the Government makes to save food.

## What the Doctor Advises

By Brice Belden, M. D.

**MY** little girl is subject to styes. What causes them and how should they be treated?—M. D.

A sty is caused by infection of a hair follicle near the margin of the lid by pus organisms. The fingers may carry the germs to the lids, as in rubbing the eyes. The contents should be pressed out through the gland opening. Later, the closed lids should be bathed with a boric acid solution (teaspoonful to a pint of water). Eye-strain should be corrected by appropriate glasses. Internally give the following medicine:

Syrup of hypophosphites of Iron (National Formulary). 3 ounces  
One teaspoonful after meals, in water.

**I AM** only seventeen years old, but am having a great deal of trouble on account of my hair falling out.—L. K.

Pay attention to your general health as well as to your hair. Remember that the general care of the skin will benefit the scalp. The daily bath is important in this connection. Good, general hygiene is essential—exercise, fresh air, good food, etc. The following prescription has been highly recommended:

Fluid extract of laborandi 1 dram  
Tincture of cantharides.....30 drops  
Castor oil.....1 dram  
Bay rum.....8 ounces  
Apply to the scalp once daily.

**KINDLY** give me some information about the treatment of worms. My daughter, now fourteen, has been bothered by them since she was a small child. Local itching is frequently complained of. Santonin lozenges have not helped.—M. B.

Your Santonin lozenges have failed because the parasites are probably pinworms. Santonin is effective against the round worm, but in the case of your daughter the best results will be gotten from the injection of quassia. Wash the bowel out with soap and water and inject a pint of the infusion of quassia, which your druggist will make up for you. The injection should be retained for some minutes. Do this once a week for a month and the girl will be cured, provided you follow the foregoing directions exactly.

**I AM** a sixteen-year old girl, five feet, two inches in height, and I weigh 120 pounds. Do you think I am too stout?—H. S.

You are practically normal in height and weight and you should not change your system of living.

**MY** son, a boy of fourteen, is in good general health, but is troubled with sweating feet associated with a bad odor.—E. O.

Bathe the feet in cold plain water first, dry, and then apply the following solution, diluted as directed, every night, and allow it to dry without wiping:

Solution of formaldehyde, U. S. P.....6 ounces  
Dissolve three teaspoonfuls in a quart of water.

**I N** the past two years I have been vaccinated three times without success. Am fourteen years of age. Why does the vaccination not take?—M. V.

The method of vaccination may be faulty; blood must not be drawn and fresh glycerated animal lymph should be used. The vaccine must be allowed to dry for ten or fifteen minutes and a protective shield applied, to be removed when inflammatory reaction begins, after which the vaccinated area must be properly dressed and treated like an infected wound.

**WHAT** can I do for the pimples on my face and chest that have been annoying me for the past three years?—A. L. S.

Your trouble is adolescent acne, or pimples associated with rapid growth in the young. In the course of development certain waste products are eliminated in unusual quantities by the skin, with resulting irritation and local eruptions. One of the best ways to reduce this irritation to a minimum is to keep the skin in the best possible condition by daily bathing, to encourage elimination by way of the bowels, and to exercise in the open air a great deal. Exercise increases the intake of oxygen, and this enables the body to burn up much of the waste that would otherwise clog the skin and cause pimples. If you adopt these measures it is not likely that local treatment will be necessary. You cannot neglect these important hygienic matters and expect to counteract the neglect by dabbing salves on your face.

**PLEASE** recommend a proper diet for a child of five who is suffering from anemia.—A. W.

Green vegetables, particularly spinach; potatoes, milk, rice, macaroni, cereal, bread and butter, pea soup, cooked fruit, puddings and orange juice. Finely chopped or scraped beef should also be given.

**WILL** the iron contained in a physician's prescription be absorbed into my blood more readily than the iron found in vegetables? I am very anemic and my doctor says I need such a tonic.—H. E. W.

It is probable that inorganic iron salts are absorbed and enter the blood stream. Generally it is believed that mineral substances which are natural in foods are more beneficial than the same mineral substances when prepared chemically pure and given in that condition. Anemia is not due solely to a lack of iron. It is caused chiefly by a decrease in the number of red blood cells. These cells cannot be manufactured out of iron, but must come from good food, well digested and absorbed.

**I AM** not stout, but there is altogether too much flesh on my shoulders and arms. How can I reduce it?—MRS. B. L.

The only way to reduce your flesh is to balance your rations properly and eat less. Your diet should exclude all of the particularly fat forming foods, such as candy, sweet cake, confections of all descriptions and sweetened desserts. A diet consisting of bread and breakfast foods made of whole ground cereals, with milk, fruit and succulent vegetables is desirable. A diet of this kind promotes peristalsis and tends to remedy constipation, a very common condition in stout persons. The principal thing is to eat very much less than you are accustomed to. Begin radically by fasting for one or two days, follow this by restricting yourself to one-half of your usual ration. Do not forget exercise and especially avoid sleeping too long; seven hours are quite sufficient.







